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ALL HANDS

MAGAZINE OF THE U.S. NAVY

Owner's and Operator's Manual
JANUARY 1995

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ALL HANDS

January 1995

Number 933

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On the Covers

"The Ocean, The Highway of All Nations,"
oil painting by Edward Moran.



The wave represents naval power reaching Forward ... From the Sea.

Secretary of the Navy
John H. Dalton
 Chief of Naval Operations
ADM Mike Boorda
 Chief of Information
RADM Kendell Pease
 Commanding Officer, Naval Media Center
CAPT D. A. Burnette
 Head, Media Department
CDR Mark Stull
 Managing Editor
LCDR Tim O'Leary
 Print Coordinator
LT Cate Mueller
All Hands Editor
Marie G. Johnston
All Hands Assistant Editor
JOC David M. Butts
 Publishing Staff Writers
PH1 Delores Anglin
JO1(AW) Laurie Butler
JO1(SW) Jim Conner
JO2(AW) Michael R. Hart
JO1 Ray Mooney
JO1(SW/AW) Randy Navaroli
JO1 Ron Schafer
JO1 Kevin Stephens
Patricia A. Swift
 Production Associates
William E. Beamon
Leroy E. Jewell
DM2 Keith D. Wilson
DM3 Brian Hickerson
 Staff

Administration: **YNSN Ned Prusila**; Distribution: **Garland Powell**; Editorial: **Jan Kemp**.

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E-mail: pubs@media.mediacen.navy.mil

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Commanding Officer, NR OI Det. 206
 CAPT James A. Noone
 Officer-in-Charge, Special Detachment
 LCDR Christine M. Miller

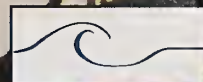
Editor
 JOC(AW) Terie Hynish

Graphic Design
 CAPT Christopher Nemeth
 LCDR Barbara Rachko
 ENS William Anderson
 JOC John S. Verrico
 DM1 Pamela Fortier

Publication Staff

CDR Lon Huffman	JO1 Lorraine Ramsdell
LCDRTom Burgess	JO2 Phil Fleischman
LCDR Gordon Cole	JO2 Mark Overstreet
LT Tom Sadler	JO3 Bruce Carr
LTJG Curt Jenkins	JO3 Mary Mulrenan
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U.S. Navy Owner's and Operator's Manual

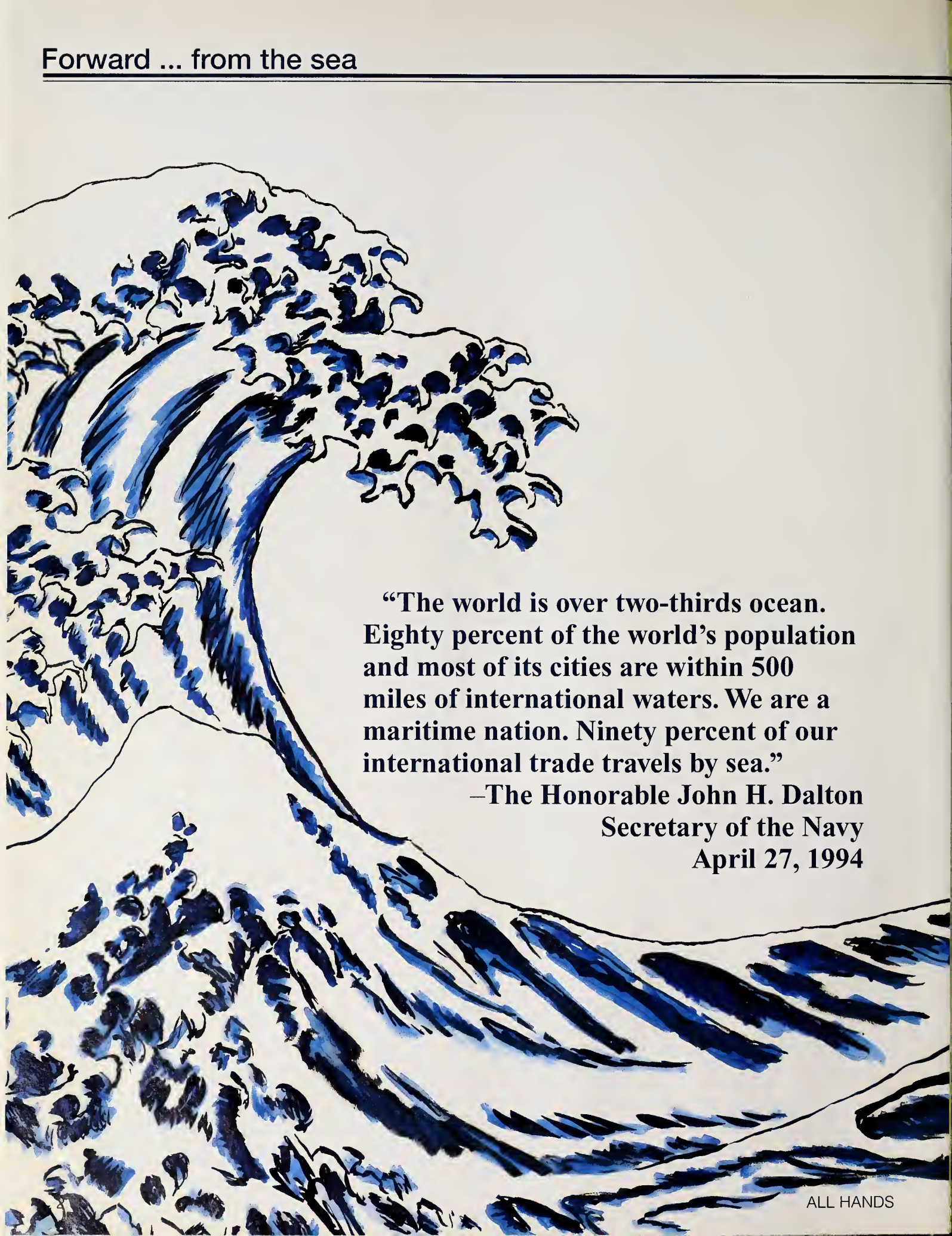


Throughout the Navy, we see changes. We find ourselves involved simultaneously in regional conflicts and humanitarian operations. Historic Navy bases face closure, and high-tech ships enter the fleet while older classes are decommissioned. Job assignments have become virtually gender-neutral, the Navy is "right-sizing" and doing business differently these days. We are back in the business of career planning and retention.

Last year, the *All Hands* staff created and produced an "Owner's and Operator's Manual" for today's Sailor. The issue proved to be the most popular *All Hands* ever. Besides providing you with a handy resource of general and specific Navy information, we also gave you a synopsis of what's happening in the Navy during this time of change.

You asked for more and we are proud to honor that request.





“The world is over two-thirds ocean. Eighty percent of the world’s population and most of its cities are within 500 miles of international waters. We are a maritime nation. Ninety percent of our international trade travels by sea.”

**—The Honorable John H. Dalton
Secretary of the Navy
April 27, 1994**



Naval forces are designed to fight and win wars. Our most recent experiences, however, underscore the premise that the most important role of naval forces in situations short of war is to be engaged in forward areas, with the objectives of preventing conflicts and controlling crises.

Thus naval forces are the foundation of peacetime forward presence operations and response to crisis overseas. They contribute heavily during the transitions from crisis to conflict or from crisis to resolution and help ensure compliance with terms of peace.

At the same time, the unique capabilities inherent in naval expeditionary forces have never been in higher demand from U.S. theater commanders – the regional commanders-in-chief – as evidenced by operations in Somalia, Haiti, Cuba, Bosnia and Kuwait, as well as our continuing contribution to the enforcement of U.N. sanctions against Iraq.

The strategic imperative

The vital economic, political, and military interests of the United States are truly global in nature and scope. In many respects these interests are located across broad oceans, and to a great extent they intersect those of current or emergent regional powers. It is in the world's coastal waters where the naval service, operating from sea bases in international waters, can influence events ashore in support of American interests.

Because we are a maritime nation, our strategy is necessarily a transoceanic one. Our vital interests – those interests for which the United States is willing to fight – are at the end point of highways of the seas or lines of strategic approach that extend from the United States.

Peacetime forward presence operations

Naval forces are an indispensable and exceptional instrument of U.S. foreign policy. In peacetime, our naval forces build interoperability – the ability to operate in concert with friendly and allied forces – so that in the future we can participate fully as part of a formal multinational response or as part of ad hoc coalitions forged to react to short – notice crisis situations. Participation in a variety of exercises with the navies, air forces, and land forces of coalition partners around the Pacific rim, Norwegian Sea, Persian Gulf, and Mediterranean basin provides solid foundations for sustaining interoperability with our friends and allies.

U.S. forward-deployed naval forces have also contributed to humanitarian assistance and disaster relief efforts – from Bangladesh, to the Philippines, to Rwanda – with similar, very positive, results.

Although naval presence requires a wide range of forward-deployed Navy and Marine Corps units afloat and ashore in friendly nations, our basic building blocks remain aircraft carrier battle groups – with versatile, multipurpose, naval tactical aviation wings – and Amphibious Ready

Groups with special operations-capable Marine Expeditionary Units. Forward-deployed surface warships – cruisers and destroyers – with theater ballistic missile defense capabilities by offering a credible defense against enemy ballistic missiles.

In addition, even as we have shifted our emphasis to forward



presence and power projection from sea to land, the Navy continues to provide a robust strategic nuclear deterrent by maintaining strategic ballistic missile submarines at sea. As long as it is U.S. policy to ensure an adequate and ready strategic nuclear deterrent, our highly survivable strategic ballistic missile submarines will remain critical to national security.

Crisis response

U.S. naval forces are designed to fight and win wars, as are all elements of our military arsenal. To deter aggressors, we must be capable of responding quickly and successfully in support of U.S. theater commanders.

Building on normally deployed forces, we can mass, if the situation requires, multiple aircraft carrier battle groups in carrier battle forces, Amphibious Ready Groups with embarked Marine Expeditionary Units into Amphibious Task Forces, and as needed project our naval expeditionary forces ashore using the afloat Maritime Prepositioning Force. Such a massing of naval units can be complemented by the deployment of Army and Air Force units to provide a joint force capable of the full range of combat operations that may be required.

A U.S. warship is sovereign U.S. territory, whether visiting a friendly country, transiting international straits or operation of the high seas. U.S. naval forces work from highly mobile sea bases in forward areas, and are therefore free of the political encumbrances that may inhibit and otherwise limit the scope of land-based operations in forward theaters.

Regional conflict

Naval forces make a critical contribution in a major regional contingency during the transition from crisis to conflict. Forward naval forces deployed for presence and reinforced in response to an emerging crisis can serve as the transition force as land-based forces are brought forward into theater.

Joint and combined operations

No single military service embodies all of the capabilities needed to respond to every situation and threat. Our national strategy calls for the individual services to operate jointly to ensure both that we can operate successfully in all warfare areas and that we can apply our military power across the spectrum of foreseeable situations – in peace, crisis, regional conflict, and the subsequent restoration of peace.

The enhanced combat power produced by the integration of all supporting services, which we seek to attain through





joint operations, is inherent in naval expeditionary forces. For example, the aircraft carrier battle group integrates and focuses diverse technologies and combat capabilities to assure the dominance of the air, surface, and subsurface battle space necessary of the prosecution of subsequent campaigns. Further, Marine Expeditionary Forces, employing Marine Air-Ground Task Force (MAGTF) combined arms doctrine, are the most versatile expeditionary force in existence. Established by law to be forces of combined arms, together with supporting air components, MAGTFs are expeditionary, rapidly expandable air-ground formations, capable of operating from sea bases, ashore, or both, simultaneously.

Forward with our new direction

The new direction for the naval service remains focused on our ability to project power from the sea in the critical



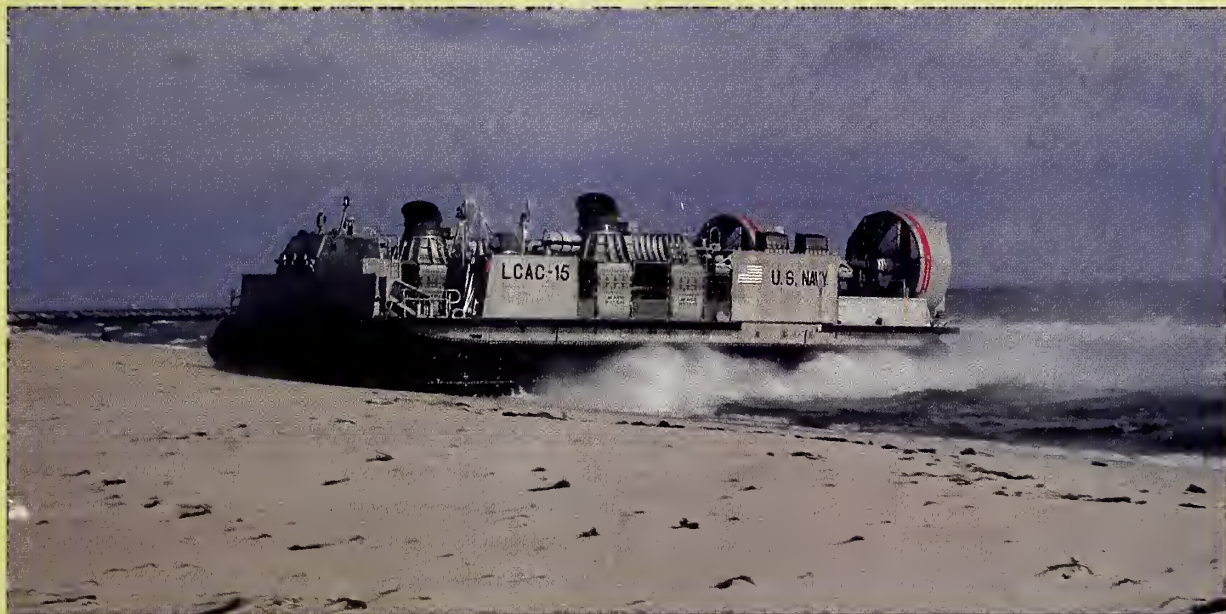


littoral regions of the world. We remain committed to structuring our naval expeditionary forces so that they are inherently shaped for joint operations, with the emphasis on operations forward from the sea, tailored for national needs.

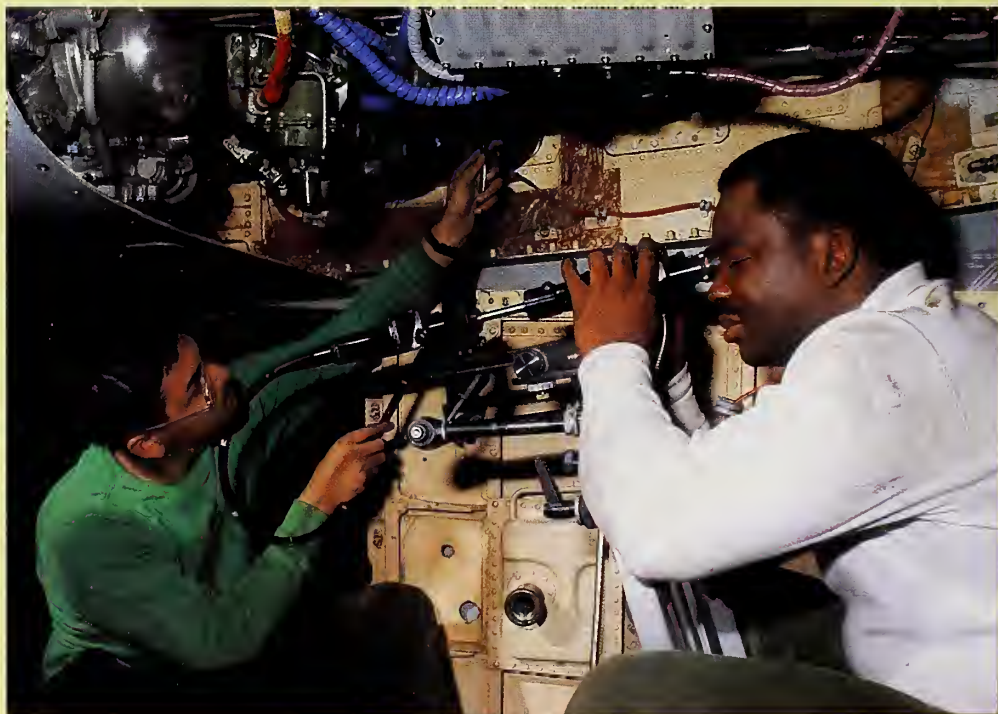
Our strategy and policies continue to evolve as we learn from our recent experiences and prepare for the new challenges and opportunities of this highly dynamic world. Naval forces have five fundamental and enduring roles in support of the national security strategy: projection of power from sea to land, sea control and maritime supremacy, strategic deterrence, strategic sealift, and forward naval presence. We will continue to carry out these roles to protect vital U.S. global interests, citizens, allies and friends, wherever they may be at risk.

The Cold War may be over, but the need for American leadership and commensurate military capability endures. Many of our most vital interests remain overseas where the Navy and the Marine Corps are prepared for new challenges – forward deployed, ready for combat, and engaged to preserve the peace. ⚓





Our People





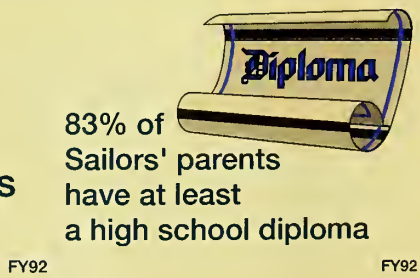
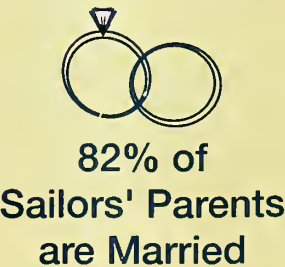
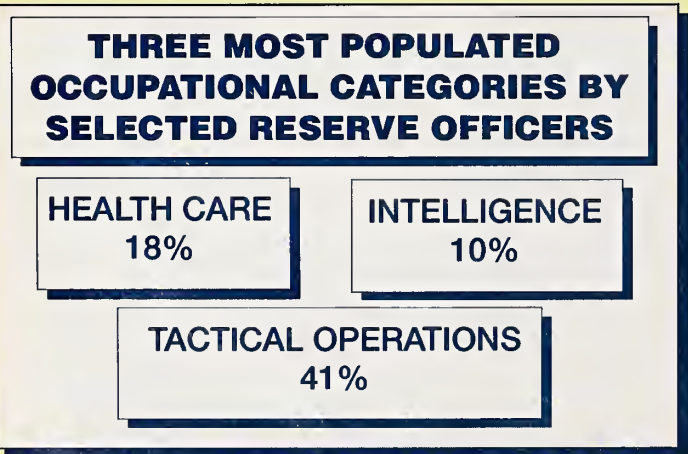
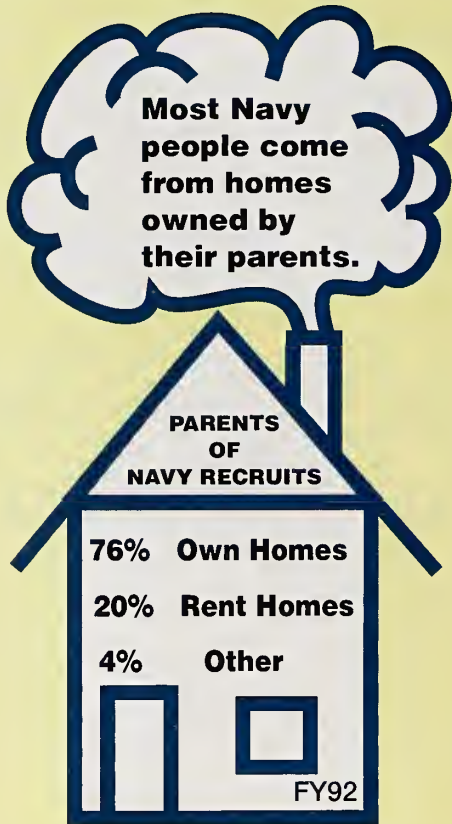
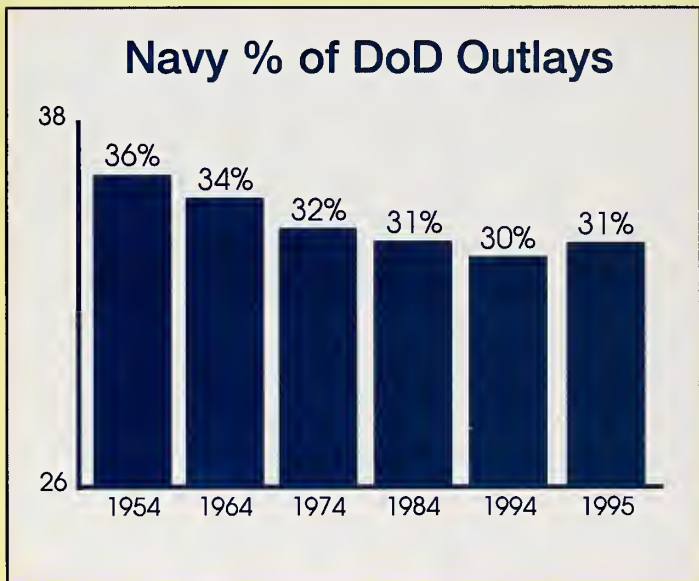
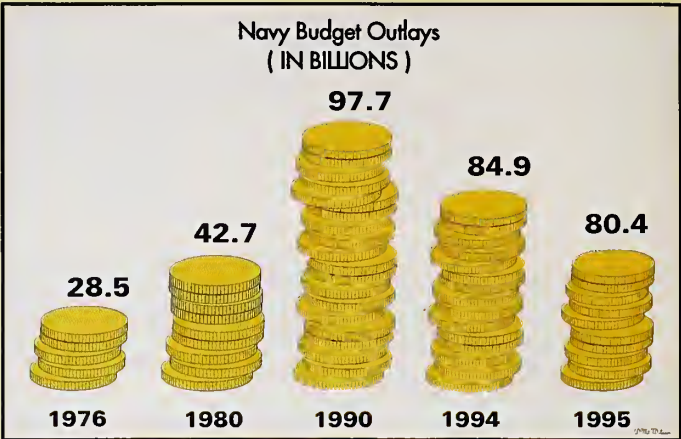
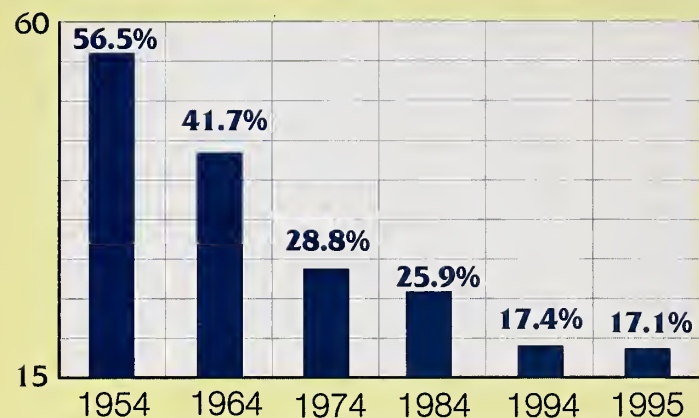
Rudder Orders

These guiding principles are the foundation upon which the entire Navy operates:

- ❖ People are the Navy's most valuable asset.
- ❖ Training and education are vitally important.
- ❖ The Navy must attract quality individuals.
- ❖ We value and depend on professional input and ideas from all our people.
- ❖ We encourage our people to make the Navy a career.
- ❖ We do not tolerate discrimination, any form of sexual harassment, fraternization, or the illegal or improper use of drugs or alcohol.
- ❖ We provide frequent recognition to deserving individuals and units.
- ❖ We provide timely, constructive written evaluations of performance.
- ❖ Our goal is to promote people to the highest grade or rank according to their abilities.
- ❖ We strive to provide high quality, attractive, modern facilities for our people.
- ❖ We make duty assignments based on both the needs of the Navy and the needs of the individual.
- ❖ We are committed to the safety of our people.
- ❖ Some personal hardships may require reassignment or discharge from naval service.
- ❖ We are accountable to standards of conduct, federal statutes and regulations.
- ❖ We provide leave for every member, liberty time away from work, all benefits allowed by law and seek to keep pace with changing economic conditions.
- ❖ We look after the individual needs of our people.

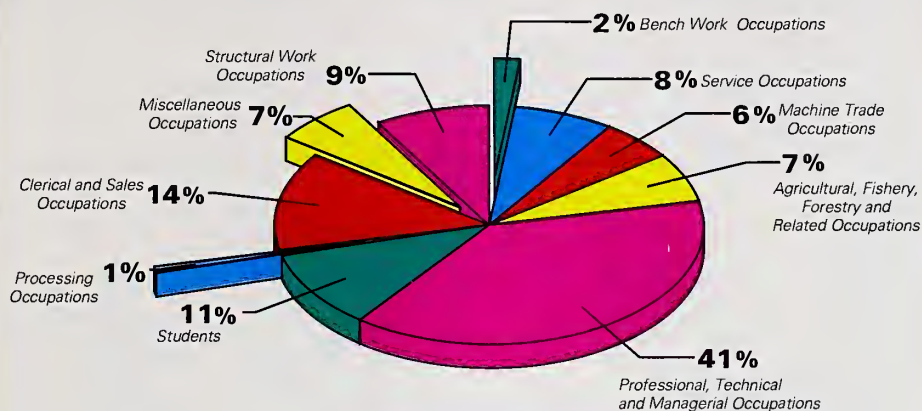
Facts and figures

DoD % of Total Federal Budget

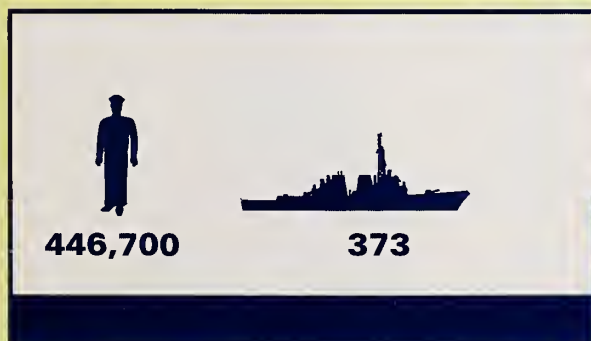
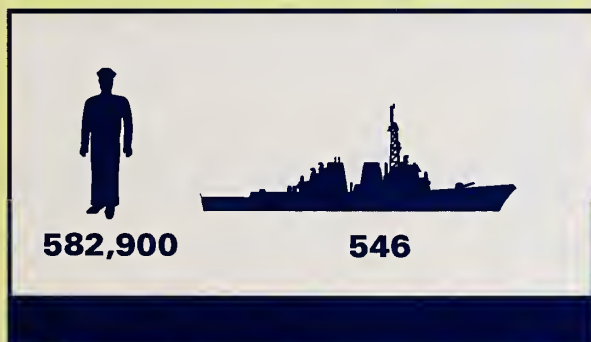
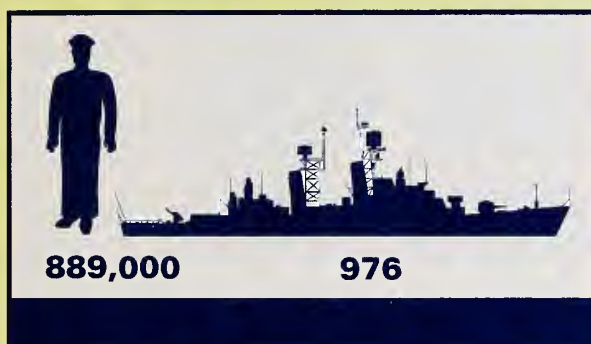




Naval Reservists in civilian occupational fields

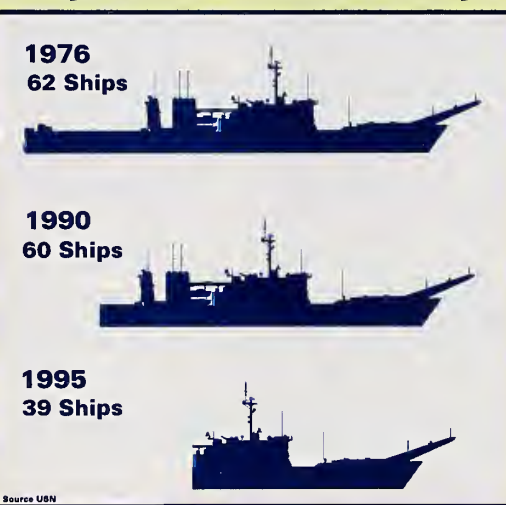


Source: Commander Naval Reserve Forces



Personnel and Ships

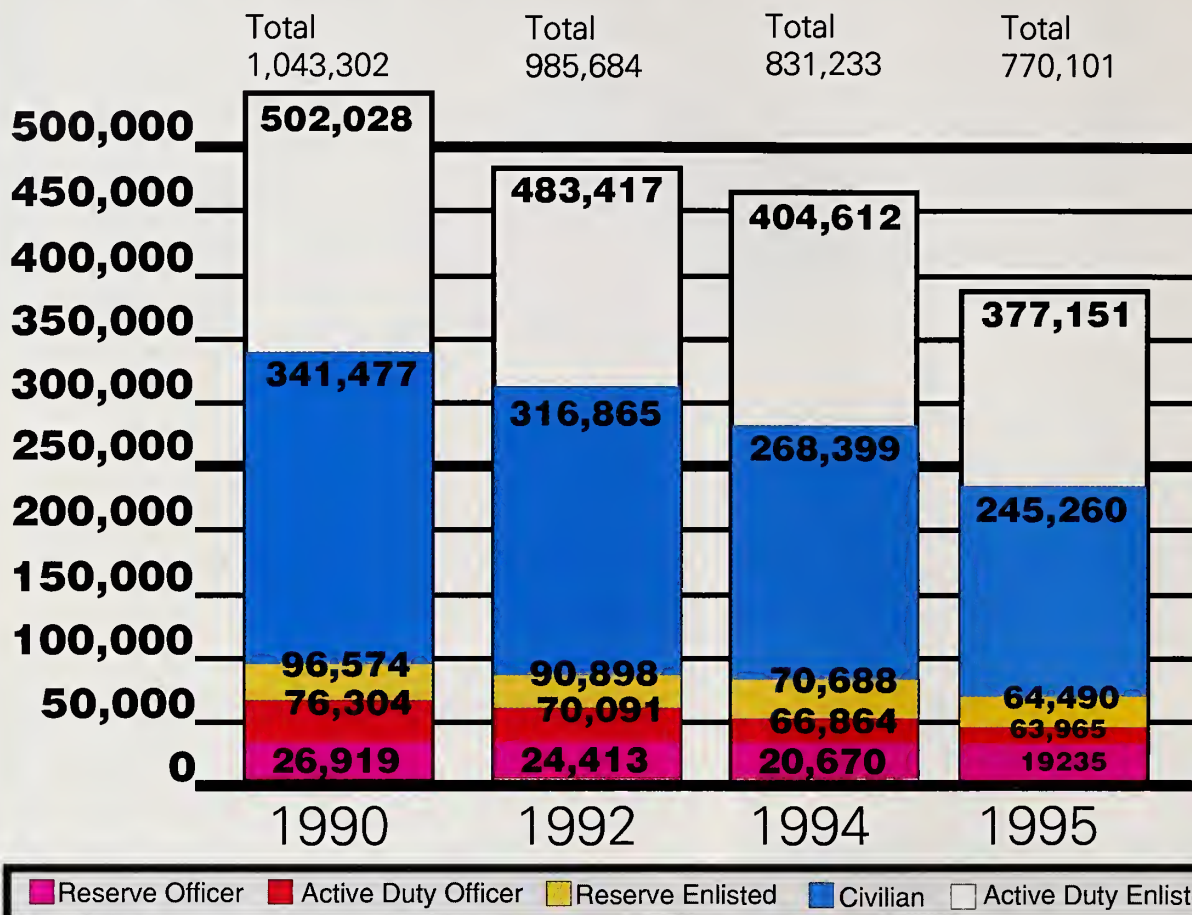
Amphibious Warfare Ships



Fighter/Attack Squadrons



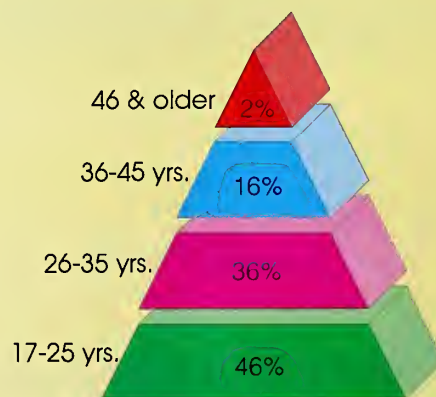
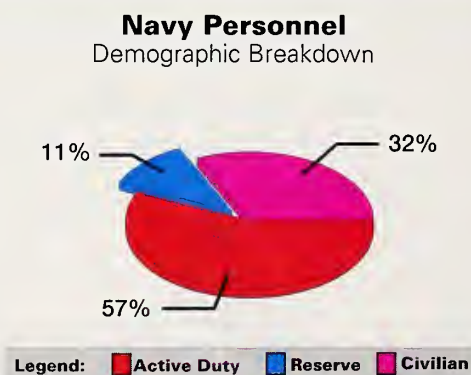
Navy Personnel Strength



Source: Department of the Navy and Commander Naval Reserve Force

Active-Duty Personnel

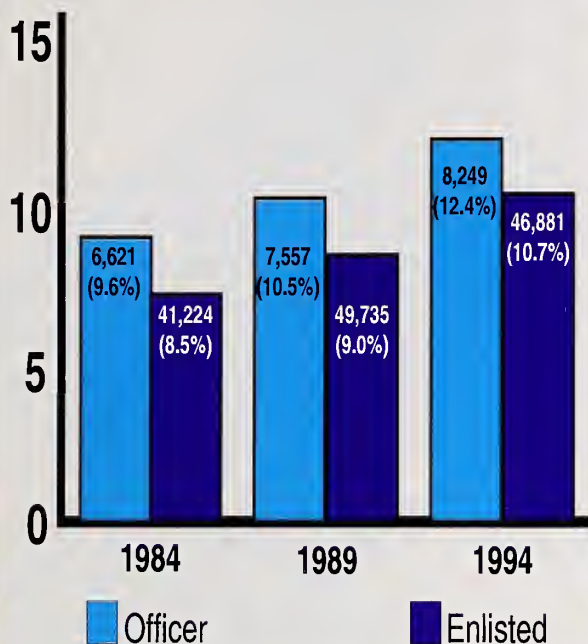
By Age



Source: Department of the Navy
(As of June, 1993)

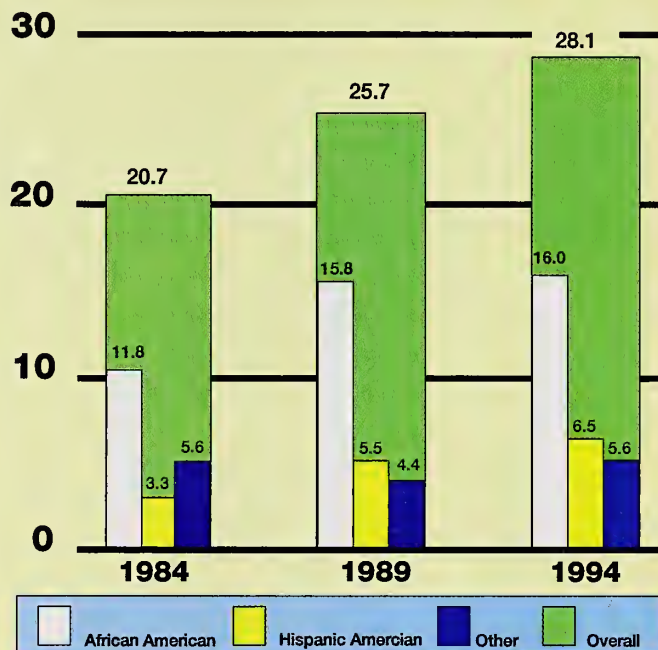


Women in the Navy



Source: BUPERS

Minorities in the Navy



Source: Bureau of Naval Personnel

Major Naval Reserve Mission Areas

Percentage of Navy's Total Capability

Heavy Airlift

Mobile Inshore Warfare

Naval Control of Shipping

Cargo Handling

Military Sealift

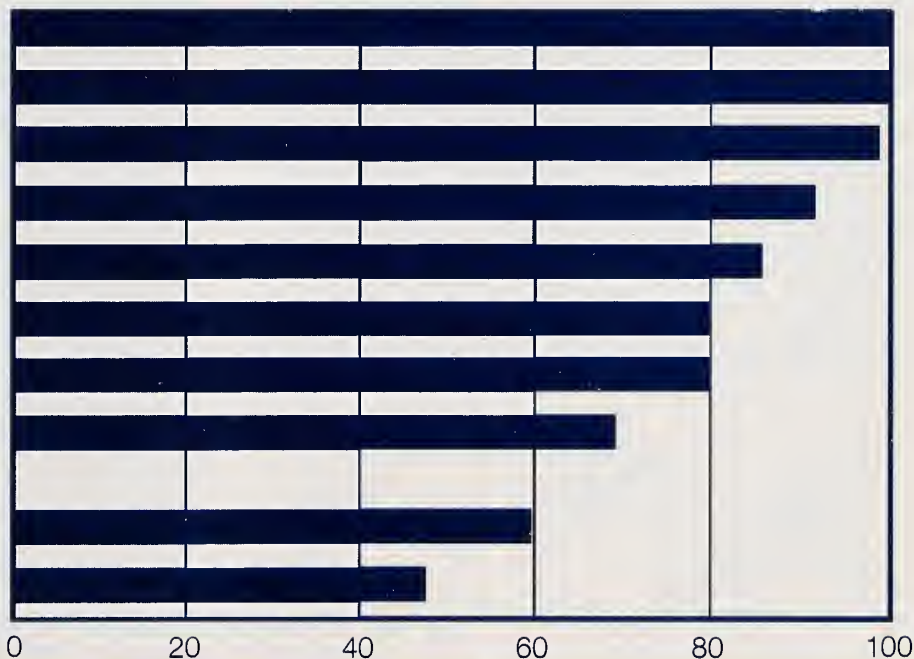
Adversary Aircraft

Strike Rescue Helo

Coastal Minehunters & Mine
Countermeasures Ships

Construction Battalions

Intelligence



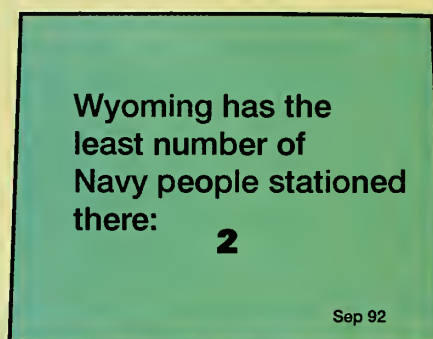
Facts and figures

EDUCATIONAL PROGRAMS

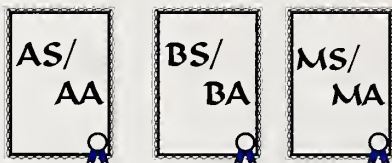
Program for Afloat College Education (PACE)
 Servicemember's Opportunity Colleges, Navy (SOCNav)
 Naval Academy Prep School (NAPS)
 U.S. Naval Academy
 Apprenticeship Program
 American Council on Education (ACE)
 Defense Activity for Non-Traditional Education Support
 (DANTES)
 Enlisted Education Advancement Program (EEAP)
 Enlisted Commissioning Program
 Broadened Opportunity for Officer Selection and Training
 (BOOST)
 Education and Training Management Subspecialty

Department of Veterans Affairs Education Programs

Veterans Educational Assistance Program (VEAP)
 Montgomery GI Bill (MGIB)
 Selected Reserve GI Bill (RMGIB)



OFF-DUTY DEGREES EARNED



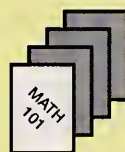
	AS/AA	BS/BA	MS/MA
ENLISTED	1,285	1,142	161
OFFICERS	25	97	319

FY93

THE NAVY SPENT NEARLY \$25 MILLION IN TUITION ASSISTANCE LAST YEAR.

TUITION ASSISTANCE

PACE COURSES



PARTICIPANTS 43,106
 COURSES 123,946

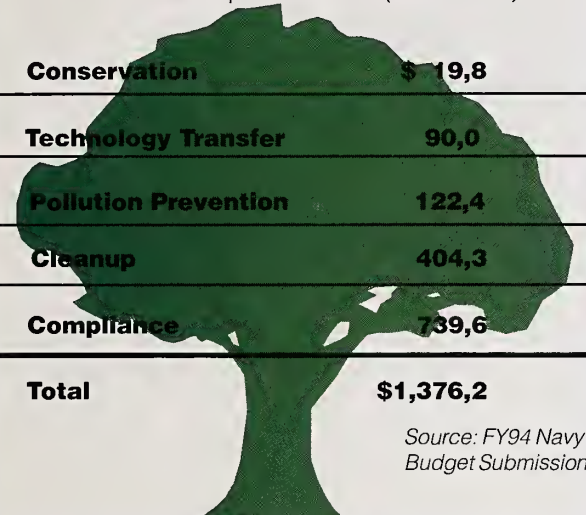
PARTICIPANTS 25,920
 COURSES 5,243



Navy commitment to environmental protection ensures that Navy installations and operating forces worldwide can meet mission requirements, while also protecting and enhancing the environment, thus being a good neighbor and responsible steward of our natural resources. Five major program pillars reflect that commitment.

Environmental Programs

FY 94 Expenditures (\$millions)



Conservation	\$ 19,8
Technology Transfer	90,0
Pollution Prevention	122,4
Cleanup	404,3
Compliance	739,6
Total	\$1,376,2

Source: FY94 Navy
Budget Submission

Cleanup: The Navy is working to remedy contamination from past activities at over 4,000 sites on 280 installations.

Compliance: The Navy policy is to ensure current operations ashore and afloat comply with federal, state and local laws and regulations.

Conservation: The Navy works with other government agencies and private concerns to protect natural and cultural resources on Navy lands and in the sea. Navy installations are frequently located in sensitive biological areas containing some of the remaining habitats of endangered species.

Pollution prevention: The Navy has cut hazardous waste disposal 51 percent in the last five years. Recycling has increased. New programs are being implemented to reduce the types and amounts of hazardous materials used in industrial processes and in the products purchased.

Technology transfer: The Navy is working through its own labs together with industry and universities to research and develop new environmental technologies. These technologies provide leverage needed to make compliance achievable and affordable. This work has led to development of waste processing equipment for shipboard use which is completing operational evaluation, detection of global environmental changes, research on environmentally friendly antifouling compounds, and more.

Don Shauer, an environmental engineer at NAS Patuxent River, takes water samples from a discharge point at the Jet Engine Test Cell.



Monthly Career Sea Pay Chart

Pay Grade	1 or less	Over 1	Over 2	Over 3	Over 4	Over 5	Over 6	Over 7	Over 8	Over 9	Over 10	Over 11	Over 12	Over 13	Over 14	Over 16	Over 18	Over 20
Enlisted Members																		
E-9	100.00	100.00	120.00	175.00	190.00	350.00	350.00	375.00	390.00	400.00	400.00	410.00	420.00	450.00	475.00	520.00		
E-8	100.00	100.00	120.00	175.00	190.00	350.00	350.00	375.00	390.00	400.00	400.00	410.00	420.00	450.00	475.00	500.00	520.00	
E-7	100.00	100.00	120.00	175.00	190.00	350.00	350.00	375.00	390.00	400.00	400.00	410.00	420.00	450.00	475.00	500.00		
E-6	100.00	100.00	120.00	150.00	170.00	316.00	325.00	350.00	350.00	365.00	365.00	365.00	380.00	395.00	410.00	425.00	450.00	
E-5	50.00	60.00	120.00	150.00	170.00	316.00	325.00	350.00										
E-4	50.00	60.00	120.00	150.00	160.00													
Warrant Officers																		
W-5	150.00	150.00	150.00	150.00	170.00	290.00	310.00	310.00	310.00	310.00	350.00	375.00	400.00	400.00	450.00	450.00	500.00	
W-4	150.00	150.00	150.00	150.00	170.00	290.00	310.00	310.00	310.00	310.00	350.00	375.00	400.00	400.00	450.00	450.00	500.00	
W-3	150.00	150.00	150.00	150.00	170.00	270.00	280.00	285.00	290.00	310.00	350.00	375.00	400.00	400.00	425.00	450.00	450.00	
W-2	150.00	150.00	150.00	150.00	170.00	260.00	265.00	265.00	270.00	310.00	340.00	340.00	375.00	375.00	400.00			
W-1	130.00	135.00	140.00	150.00	170.00	175.00	200.00	250.00	270.00	300.00	325.00	325.00	340.00	340.00	360.00	375.00		
Commissioned Officers																		
O-6				225.00	230.00	230.00	240.00	255.00	265.00	280.00	290.00	300.00	310.00	310.00	325.00	240.00	265.00	380.00
O-5				225.00	225.00	225.00	230.00	230.00	245.00	250.00	260.00	265.00	265.00	285.00	285.00	300.00	215.00	340.00
O-4				185.00	190.00	200.00	205.00	215.00	220.00	220.00	225.00	225.00	240.00	240.00	270.00	280.00	290.00	300.00
O-3				150.00	160.00	185.00	190.00	195.00	205.00	215.00	225.00	225.00	240.00	240.00	260.00	270.00	280.00	290.00
O-2				150.00	160.00	185.00	190.00	195.00	205.00	215.00	225.00	225.00	240.00	240.00	250.00	260.00	270.00	280.00
O-1				150.00	160.00	185.00	190.00	195.00	205.00	215.00	225.00	225.00	240.00	240.00	250.00	260.00	270.00	280.00

Source: Defense Finance and Accounting Service

Monthly Submarine Pay Chart

Pay Grade	2 or less	Over 2	Over 3	Over 4	Over 6	Over 8	Over 10	Over 12	Over 14	Over 16	Over 18	Over 20	Over 22	Over 24	Over 26
Enlisted Members															
E-9	225.00	225.00	225.00	270.00	295.00	310.00	315.00	330.00	345.00	355.00	355.00	355.00	355.00	355.00	355.00
E-8	225.00	225.00	225.00	250.00	270.00	295.00	310.00	315.00	330.00	345.00	355.00	355.00	355.00	355.00	355.00
E-7	225.00	225.00	225.00	250.00	255.00	265.00	275.00	295.00	310.00						
E-6	155.00	170.00	175.00	215.00	230.00	245.00	255.00	265.00							
E-5	140.00	155.00	155.00	175.00	190.00	195.00									
E-4	80.00	95.00	100.00	170.00	175.00										
E-3	80.00	90.00	95.00	95.00	140.00	90.00									
E-2	75.00	90.00													
E-1	75.00														
Warrant Officers															
W-1 to W-5	235.00	310.00	310.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00
Commissioned Officers															
O-6 to O-10	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00
O-7	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	540.00	535.00	535.00	410.00	410.00	355.00
O-6	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00		
O-5	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00		
O-4	365.00	365.00	365.00	405.00	595.00										
O-3	355.00	365.00	365.00	390.00	595.00										
O-2	235.00	235.00	235.00	235.00	235.00	235.00	355.00								
O-1	175.00	175.00	175.00	175.00	175.00	175.00	355.00								

Source: Defense Finance and Accounting Office

Aviation Career Incentive Pay

Phase I	
Years of Aviation Service	Monthly Amount
2 or less	\$125
Over 2	\$156
Over 3	\$188
Over 4	\$206
Over 6	\$650
Phase II	
Years of Service as an Officer	Monthly Amount
Over 18	\$585
Over 20	\$495
Over 22	\$385
Over 25	\$250

Hazardous Duty Incentive Pay

E-7 to E-9	\$200
E-6	\$175
E-5	\$150
E-4	\$125
E-1 to E-3	\$110
W-4 to W-5	\$250
W-3	\$175
W-2	\$150
W-1	\$125
O-7 to O-10	\$110
O-5 to O-6	\$250
O-4	\$225
O-3	\$175
O-2	\$150
O-1	\$125

1995 General Schedule Pay Scale (as of Jan. 1, 1995) Within-grade Step Increases

	One	Two	Three	Four	Five	Six	Seven	Eight	Nine	Ten
GS-1	12,141	12,546	12,949	13,352	13,757	13,994	14,391	14,793	14,811	15,183
GS-2	13,650	13,975	14,428	14,811	14,974	15,414	15,854	16,294	16,734	17,174
GS-3	14,895	15,392	15,889	16,386	16,883	17,380	17,877	18,374	18,871	19,368
GS-4	16,721	17,278	17,835	18,392	18,949	19,506	20,063	20,620	21,177	21,734
GS-5	18,707	19,331	19,955	20,579	21,203	21,827	22,451	23,075	23,699	24,323
GS-6	20,852	21,547	22,242	22,937	23,632	24,327	25,022	25,717	26,412	27,107
GS-7	23,171	23,943	24,715	25,487	26,259	27,031	27,803	28,575	29,347	30,119
GS-8	25,662	26,517	27,372	28,227	29,082	29,937	30,792	31,647	32,502	33,357
GS-9	28,345	29,290	30,235	31,180	32,125	33,070	34,015	34,960	35,905	36,850
GS-10	31,215	32,256	33,297	34,338	35,379	36,420	37,461	38,502	39,543	40,584
GS-11	34,295	35,438	36,581	37,724	38,867	40,010	41,153	42,296	43,439	44,582
GS-12	41,104	42,474	43,844	45,214	46,584	47,954	49,324	50,694	52,064	53,434
GS-13	48,878	50,507	52,136	53,765	55,394	57,023	58,652	60,281	61,910	63,539
GS-14	57,760	59,685	61,610	63,535	65,460	67,385	69,310	71,235	73,160	75,085
GS-15	67,941	70,206	72,471	74,736	77,001	79,266	81,531	83,796	86,061	88,326

The above basic salary rates cover General Schedule (GS) and General Manager (GM) employees who are stationed outside the continental United States (CONUS) and who are not covered by a special salary schedule. GS and GM employees within CONUS are covered by the highest of a locality schedule, a special salary schedule or a law enforcement schedule (if applicable).

Source: Civilian Personnel Management Service

All Hands FY95 Monthly Basic Pay Chart

Proposed Basic Allowance for Quarter Dependents

Cumulative Months of Service

Pay Grade	Under 2	Over 2	Over 3	Over 4	Over 6	Over 8	Over 10	Over 12	Over 14	Over 16	Over 18	Over 20	Over 22	Over 24	Over 26	Without Full	With Partial
E-9																	
E-8																	
E-7																	
E-6																	
E-5																	
E-4																	
E-3																	
E-2																	
E-1																	
E-1																	
Midm.																	
W-5																	
W-4																	
W-3																	
W-2																	
W-1																	
O-10																	
O-9																	
O-8																	
O-7																	
O-6																	
O-5																	
O-4																	
O-3																	
O-2																	
O-1																	

1995 Basic Allowance for Subsistence

Enlisted	E-1 < Four Months		All Others	
	Rations in kind not available		\$ 7.87 per day	
	On leave or authorized to mess separately		\$ 6.95 per day	
	Emergency conditions/no govt. mess avail.		\$ 10.42 per day	
Officers (Incl. commissioned, warrants and aviation cadets)			\$ 116.16 per month	

Rank insignia

Rank Insignia of Navy Commissioned Officers (O)

Paygrade/Rank	Caps, shoulder, collar	Shoulder boards	Sleeve
O-1 Ensign	gold 		
O-2 Lieutenant Junior Grade	silver 		
O-3 Lieutenant	silver 		
O-4 Lieutenant Commander	gold 		
O-5 Commander	silver 		
O-6 Captain	silver 		
O-7 Rear Admiral (Lower Half)	silver 		
O-8 Rear Admiral (Upper Half)	silver 		
O-9 Vice Admiral	silver 		
O-10 Admiral	silver 		
O-11 Fleet Admiral	silver 		

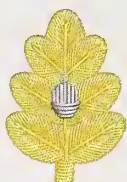
Line / Staff / Warrant Officer Corps Devices



Line



Supply Corps



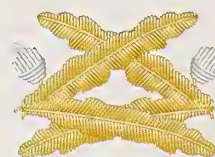
Medical Corps



Christian Chaplain



Jewish Chaplain



Civil Engineer



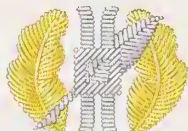
Dental Corps



Medical Service Corps



Nurse Corps



Law Community



Judge Advocate General Corps



Boatswain



Ordnance Technician



Ship's Clerk



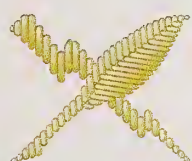
Rank Insignia of Navy Warrant Officer (W)

Paygrade/Rank	Caps, shoulder, collar	Shoulder boards	Sleeve
W-1 Chief Warrant Officer			
W-2 Chief Warrant Officer			
W-3 Chief Warrant Officer			
W-4 Chief Warrant Officer			

Rank Insignia of Navy Enlisted People (E)

Paygrade/Rank	Hat and collar	Sleeve
E-1 Seaman Recruit		
E-2 Seaman Apprentice		
E-3 Seaman		
E-4 Petty Officer Third Class		
E-5 Petty Officer Second Class		
E-6 Petty Officer First Class		
E-7 Chief Petty Officer		
E-8 Senior Chief Petty Officer		
E-9 Master Chief Petty Officer		
E-9 Master Chief Petty Officer Of The Navy		

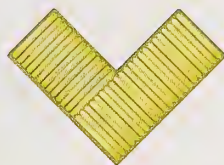
Line / Staff / Warrant Officer Corps Devices



Cryptologic
Technician



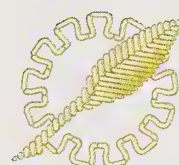
Engineering/
Nuclear
Power
Technician



Repair
Technician



Security
Technician



Data
Processing
Technician



Diving
Officer



Air Traffic
Control
Technician



Aerographer



Aviation
Boatswain



Aviation
Electronics
Technician



Aviation
Ordnance
Technician

Navy Enlisted Ratings

General Seamanship



BM
Boatswain's Mate



SM
Signalman

Ships Operations



OS
Operations Specialist



QM
Quartermaster

Marine Engineering



BT
Boiler Technician



EM
Electrician's Mate



EN
Engineman



GS
Gas Turbine System Technician
(used at pay grade E-9 only)
GSE (Electrical)
GSM (Mechanical)



IC
Interior Communications Electrician



MM
Machinist's Mate

Ship's Maintenance



HT
Hull Maintenance Technician



IM
Instrumentman



MR
Machinery Repairman



ML
Molder



OM
Opticalman



PM
Patternmaker



DC
Damage Controlman

Aviation Maintenance/ Weapons



PR
Aircrew Survival Equipmentman



AE
Aviation Electrician's Mate



AT
Aviation Electronics Technician



AD
Aviation Machinist's Mate



AZ
Aviation Maintenance Administrationman



AO
Aviation Ordnanceman



AM
Aviation Structural Mechanic
(used at paygrade E-8 only)
AME (Safety Equipment)
AMH (Hydraulics)
AMS (Structures)

Aviation Ground Support



AB
Aviation Boatswain's Mate
(used at pay grade E-9 only)
ABE (Launching and Recovery Equipment)
ABF (Fuels)
ABH (Aircraft Handling)



AS
Aviation Support Equipment Technician

Air Traffic Control



AC
Air Traffic Controller

Weapons Control



ET
Electronics Technician



FC
Fire Controlman



FT
Fire Control Technician

Ordnance Systems



GM
Gunner's Mate
(used at pay grade E-7 and above)
GMG (Guns)
GMM (Missiles)



MN
Mineman



MT
Missile Technician



TM
Torpedoman's Mate



WT
Weapons Technician

Sensor Operations



EW
Electronics Warfare Technician



OT

Ocean Systems Technician
(used at paygrade E-9 only)

OTA (Analyst)

OTM (Maintainer)



ST

Sonar Technician

STG (Surface)

STS (Submarine)

Data Systems



DP

Data Processing Technician



DS

Data Systems Technician

Construction



BU

Builder

(becomes CUCM
at pay grade E-9)



CE

Construction Electrician
(becomes UCCM
at pay grade E-9)



CM

Construction Mechanic
(becomes EQCM
at pay grade E-9)



EA

Engineering Aide
(becomes CUCM
at pay grade E-9)



EO

Equipment Operator
(becomes EQCM
at pay grade E-9)



SW

Steelworker
(becomes CUCM
at pay grade E-9)



UT

Utilitiesman
(becomes UCCM
at pay grade E-9)

Health Care



DT

Dental Technician



HM

Hospital Corpsman

Administration



LN

Legalman



NC

Navy Counselor



PN

Personnelman



PC

Postal Clerk



YN

Yeoman



RP

Religious Program
Specialist

Logistics



AK

Aviation Storekeeper



DK

Disbursing Clerk



MS

Mess Management
Specialist



SH

Ship's Serviceman



SK

Storekeeper

Media



DM

Illustrator Draftsman



JO

Journalist



LI

Lithographer



PH

Photographer's Mate

Musician



MU

Musician

Master-at-Arms



MA

Master-at-Arms

Cryptology



CT

Cryptologic Technician

CTA (Administrative)

CTI (Interpretive)

CTM (Maintenance)

CTO (Communications)

CTR (Collection)

CTT (Technical)

Communications



RM

Radioman

Intelligence



IS

Intelligence Specialist

Meteorology



AG

Aerographer's Mate

Aviation Sensor Operations



AW

Aviation Systems
Warfare Operator

Warfare pins



Surface Warfare Insignia



Enlisted Surface Warfare Insignia



Special Operations Insignia



Surface Warfare Dental Corps Insignia



Surface Supply Corps Insignia



Surface Warfare Medical Service Corps Insignia



Surface Warfare Nurse Corps Insignia



Surface Warfare Medical Corps Insignia



Naval Aviation Insignia



Aviation Warfare Specialist Insignia



Naval Flight Officer



Astronaut Insignia



Naval Astronaut (NFO) Insignia



Aircrew Insignia



Naval Aviation Supply Corps



Naval Aviation Observer and Flight Meteorologist



Flight Surgeon Insignia



Aviation Experimental Psychologist and Aviation Physiologist Insignia



Flight Nurse Insignia



Naval Parachutist Insignia



Special Warfare Insignia



Basic Parachutist Insignia



Seabee Combat Warfare Specialist Insignia (Officer)



Seabee Combat Warfare Specialist Insignia (Enlisted)



Submarine Insignia (Officer)



Submarine Insignia (Enlisted)



Submarine Engineering Duty Insignia



Submarine Medical



Submarine Supply Corps



SSBN Deterrent Patrol Insignia



Deep Submergence



Submarine Combat Patrol Insignia



Diving Officer Insignia



Diving (Medical) Insignia



Master Diver Insignia



Diving Medical Technician



Scuba Diver Insignia



Second Class Diver Insignia



First Class Diver Insignia



Integrated Undersea
Surveillance System (Officer)



Integrated Undersea
Surveillance System (Enlisted)



Master Explosive
Ordnance Disposal Insignia



Senior Explosive
Ordnance Disposal Insignia



Explosive Ordnance
Disposal Insignia



Command-at-Sea Insignia



Command Ashore/
Project Manager Insignia



Craftmaster Insignia



Small Craft Insignia

ORDER OF PRECEDENCE — U.S. NAVY



MEDAL OF HONOR



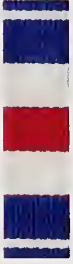
NAVY CROSS



DEFENSE
DISTINGUISHED
SERVICE MEDAL



DISTINGUISHED
SERVICE MEDAL



SILVER STAR



DEFENSE SUPERIOR
SERVICE MEDAL



LEGION OF MERIT



DISTINGUISHED FLYING
CROSS



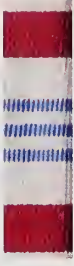
NAVY AND MARINE
CORPS MEDAL



BRONZE STAR



PURPLE HEART



DEFENSE MERITORIOUS
SERVICE MEDAL



MERITORIOUS SERVICE
MEDAL



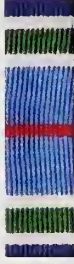
AIR MEDAL



JOINT SERVICE
COMMENDATION
MEDAL



NAVY COMMENDATION
MEDAL



JOINT SERVICE
ACHIEVEMENT MEDAL



NAVY ACHIEVEMENT
MEDAL



COMBAT ACTION
RIBBON



PRESIDENTIAL UNIT
CITATION



JOINT MERITORIOUS
UNIT AWARD



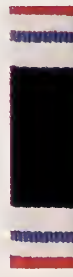
NAVY UNIT
COMMENDATION



MERITORIOUS UNIT
COMMENDATION



NAVY "E" RIBBON



POW MEDAL



GOOD CONDUCT
MEDAL



NAVAL RESERVE
MERITORIOUS SERVICE
MEDAL



FLEET MARINE FORCE
RIBBON



NAVY EXPEDITIONARY
MEDAL



CHINA SERVICE MEDAL



NAVY OCCUPATION
SERVICE MEDAL



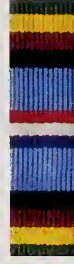
NATIONAL DEFENSE
SERVICE MEDAL



KOREAN SERVICE MEDAL



ANTARCTICA SERVICE
MEDAL



ARMED FORCES
EXPEDITIONARY MEDAL



VIETNAM SERVICE
MEDAL



SOUTHWEST ASIA
SERVICE MEDAL



HUMANITARIAN
SERVICE MEDAL



SEA SERVICE
DEPLOYMENT RIBBON



NAVY ARCTIC SERVICE
RIBBON



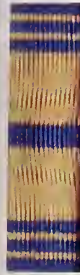
NAVAL RESERVE SEA
SERVICE RIBBON



NAVY AND MARINE
CORPS OVERSEAS
SERVICE RIBBON



**NAVY RECRUITING SERVICE
RIBBON**



**ARMED FORCES RESERVE
MEDAL**



NAVAL RESERVE MEDAL



**PHILIPPINE
PRESIDENTIAL UNIT
CITATION**



**REPUBLIC OF KOREA
PRESIDENTIAL UNIT
CITATION**



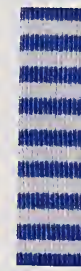
**REPUBLIC OF VIETNAM
PRESIDENTIAL UNIT
CITATION**



**REPUBLIC OF VIETNAM
GALLANTRY CROSS
UNIT CITATION**



**REPUBLIC OF VIETNAM
CIVIL ACTIONS UNIT
CITATION**



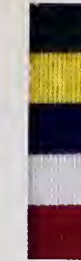
**UNITED NATIONS
SERVICE MEDAL**



**UNITED NATIONS
MEDAL**



**MULTINATIONAL FORCE
AND OBSERVERS MEDAL**



**INTER-AMERICAN
DEFENSE BOARD MEDAL**



**REPUBLIC OF VIETNAM
CAMPAIGN MEDAL**



**KUWAIT LIBERATION MEDAL
(Kingdom of Saudi Arabia)**



**EXPERT RIFLEMAN
MEDAL**



**EXPERT PISTOL SHOT
MEDAL**

DEVICES



GOLD STAR

Denotes each subsequent award of the same Navy decoration.



SILVER STAR

Worn in the same manner as the gold star, in lieu of five gold stars.



BRONZE SERVICE STAR

The bronze five-pointed service star represents participation in campaigns or operations, multiple qualification or an additional award to any of the various ribbons on which it is authorized. Also worn to denote first award of the single mission air medal after Nov. 22, 1989.



SILVER SERVICE STAR

Worn in the same manner as the bronze star, but each silver star is worn in lieu of five bronze service stars.



BRONZE OAK LEAF CLUSTER

The bronze oak leaf cluster represents second and subsequent entitlements of awards.



SILVER OAK LEAF CLUSTER

A silver oak leaf cluster is worn for the sixth, 11th, or in lieu of five bronze oak leaf clusters.



HOURLASS

Issued for each succeeding award of the Armed Forces Reserve Medal.



EUROPE AND ASIA CLASPS

Worn on the suspension ribbon of the Navy Occupation Service Medal.



WINTERED OVER

For wintering over on the Antarctic continent, a clasp for Antarctica Service Medal, suspension ribbon and a disc for the service ribbon of bronze for first winter, gold for second winter, silver for third winter.



"V" DEVICE

The metallic bronze letter "V" is authorized for acts or service involving direct participation in combat operations.



HOURLASS

Issued for each succeeding award of the Armed Forces Reserve Medal.



STRIKE/FLIGHT DEVICE

Bronze arabic numeral denotes the total number of strike/flight awards of the Air Medal earned subsequent to April 9, 1962.



FLEET MARINE FORCE COMBAT OPERATIONS INSIGNIA

For Navy personnel attached to fleet Marine force units participating in combat operations.

The above display represents the correct order of precedence for ribbons most likely to be worn today on the Navy uniform. Devices worn on these ribbons must be worn in a specific manner and are used to denote additional awards or participation in a specific event. For additional information about the proper order of display, placement of devices or about ribbons not shown, refer to SECNAVINST 1650.1F and U.S. Navy Uniform Regulation (NAVPERS 1566.5G).

Recruiting

"... there are jobs here – jobs for good, smart people ..."

*ADM Mike Boorda,
Chief of Naval Operations
and former seaman recruit.*



Our Navy asks a lot from its people – personal sacrifice, versatility, professional and technical prowess and readiness should a crisis arise anywhere in the world. The Navy of the '90s demands well-trained, highly qualified people to operate and maintain its technologically sophisticated ships, aircraft and equipment.

For the first time since 1950, the Navy is below 500,000 personnel and halfway to the 1999 right-size goal of 394,000.

Despite right-sizing, the Navy continues to re-enlist and promote people. This year alone the Navy will have to fill 53,000 jobs in more than 90 different career fields including aviation, electronics, computer systems, nuclear propulsion and health care.

Tomorrow's Navy continues to attract the highest quality recruits. More than 68 percent of recruits scored in the upper half of the Armed Services Qualification test last year.

Between 1989 and 1993, 469,977 Sailors and 70,390 officers were advanced. Projections for the remainder of the decade include 72,000 officer promotions, 437,000 enlisted advancements and 331,000 re-enlistments.

For more information, call 1-800-USA-NAVY. ⚓





MAJOR WESTERN HEMISPHERE COMMANDS

- | | |
|-------------------------------|-----------------------------------|
| 1-- Puget Sound, Wash. | 11-- New London, Ct. |
| 2-- San Francisco | 12-- Philadelphia |
| 3-- Long Beach, Calif. | 13-- Washington, D.C. |
| 4-- San Diego | 14-- Norfolk |
| 5-- Pearl Harbor | 15-- Charleston, S.C. |
| 6-- Ingleside, Texas | 16-- Kings Bay, Ga. |
| 7-- Pensacola, Fla. | 17-- Jacksonville, Fla. |
| 8-- Memphis/Millington, Tenn. | 18-- Orlando, Fla. |
| 9-- Great Lakes, Ill. | 19-- Guantanamo Bay, Cuba |
| 10-- Newport, R.I. | 20-- Roosevelt Roads, Puerto Rico |

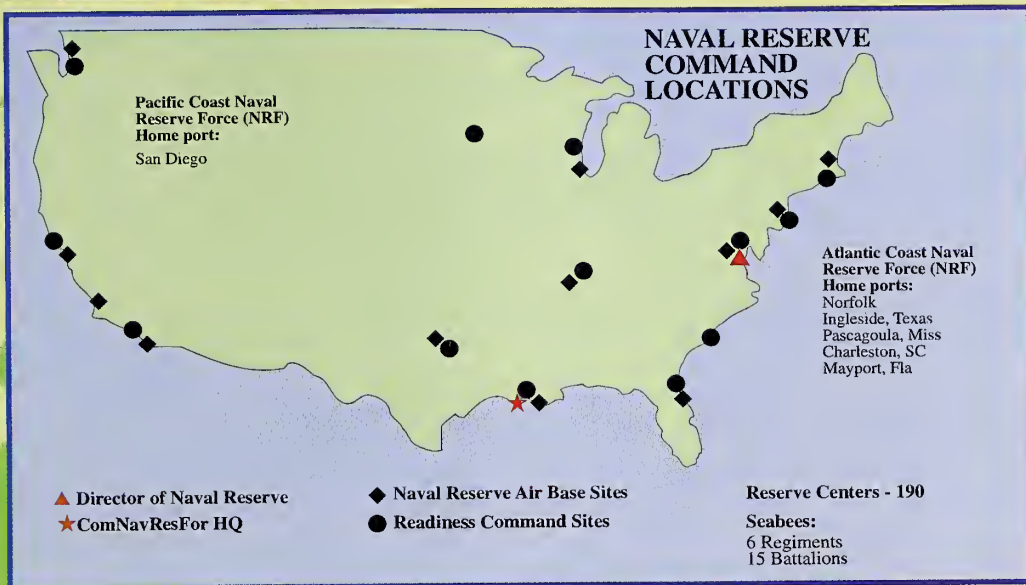


FLEET COMMAND AND CONTROL

- | |
|---|
| 21-- Commander-in-Chief
U.S. Naval Forces Europe |
| 22-- U.S. 6th Fleet, Mediterranean
Home port - Gaeta, Italy |
| 23-- U.S. Naval Forces
Central Command -- Red Sea,
Persian Gulf and North Arabian Sea
Manama, Bahrain |
| 24-- U.S. 7th Fleet, Western Pacific,
Indian Ocean - Forward Deployed
Yokosuka, Japan |
| 25-- Commander-in-Chief
U.S. Pacific Fleet - Pearl Harbor |
| 26-- U.S. 3rd Fleet, Eastern Pacific
Home port - San Diego |
| 27-- Commander-in-Chief
U.S. Atlantic Fleet Norfolk
U.S. 2nd Fleet, Atlantic Ocean
Home port - Norfolk |

UNIFIED COMMANDS

- | |
|---|
| 44-- U.S. European Command,
Stuttgart-Vaihingen, Germany. |
| 45-- U.S. Pacific Command, Honolulu |
| 46-- U.S. Atlantic Command, Norfolk |
| 47-- U.S. Southern Command, Quarry Heights,
Republic of Panama |
| 48-- U.S. Central Command, MacDill AFB, Fla. |
| 49-- U.S. Space Command, Peterson AFB, Colo. |
| 50-- U.S. Transportation Command, Scott AFB, Ill |
| 51-- U.S. Special Operations Command, MacDill AFB, Fla |
| 52-- U.S. Strategic Command, Offutt AFB, Neb. |



MAJOR WESTERN PACIFIC COMMANDS

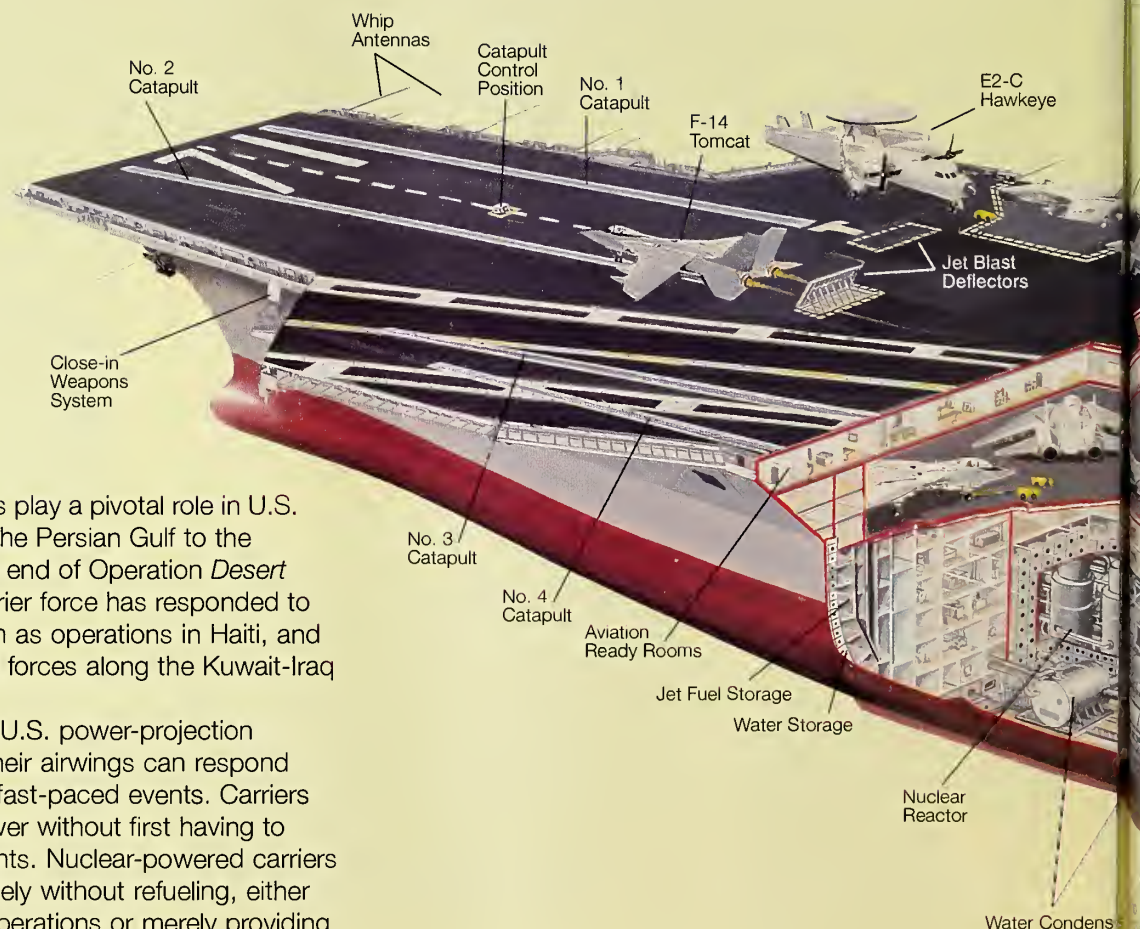
- 35-- U.S. Naval Forces, Korea
Fleet Activities, Chinhae, Korea
- 36-- Naval Air Facility, Misawa, Japan
- 37-- Naval Air Facility, Atsugi, Japan
- 38-- U.S. Fleet Activities, Yokosuka, Japan
- 39-- U.S. Fleet Activities, Sasebo, Japan
- 40-- U.S. Fleet Activities, Okinawa, Japan
- 41-- U.S. Naval Forces Marianas, Guam
Naval Air Station Agana
Naval Air Station Guam
- 42-- U.S. Naval Logistics Group,
Western Pacific - Singapore
- 43-- Naval Support Facility, Diego Garcia

MAJOR EUROPEAN COMMANDS

- 28-- U.S. Naval Forces,
Europe, London, U.K.
- 29-- Naval Support Activity;
Commander, Fleet
Air Mediterranean
Naples, Italy
- 30-- Naval Station
Rota, Spain
- 31-- Naval Air Station
Sigonella, Sicily
- 32-- Naval Support Activity
LaMaddalena, Sicily
- 33-- Naval Support Activity
Souda Bay, Crete
- 33-- Fleet Air Keflavik/
Naval Air Station
Keflavik, Iceland



Naval aviation: forward thinking, forward deployed

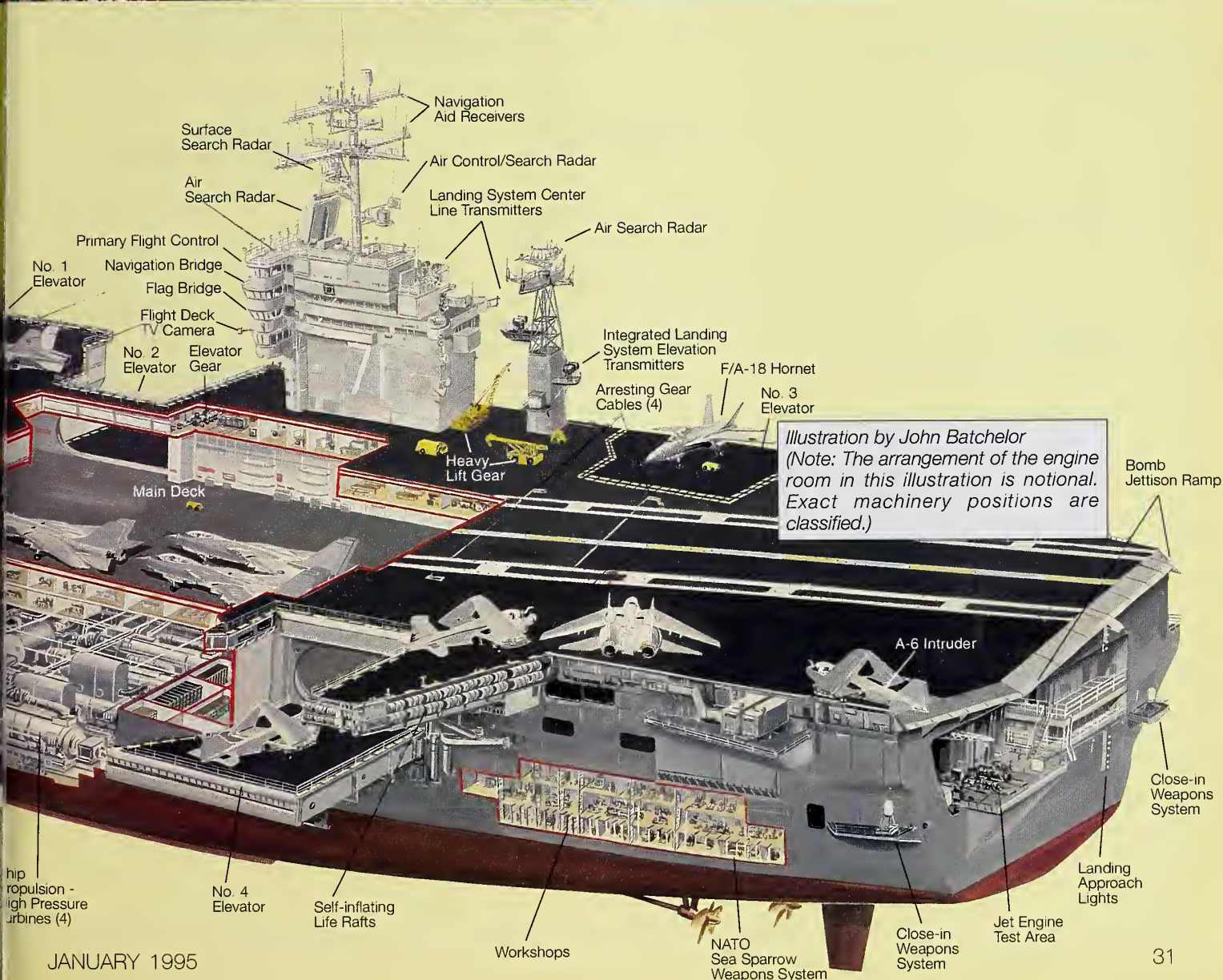


America's aircraft carriers play a pivotal role in U.S. security strategy from the Persian Gulf to the Adriatic Sea. Since the end of Operation *Desert Storm* in 1991, the Navy's carrier force has responded to numerous contingencies, such as operations in Haiti, and countering the buildup of Iraqi forces along the Kuwait-Iraq border.

As a crucial element in the U.S. power-projection arsenal, aircraft carriers and their airwings can respond swiftly and on short notice to fast-paced events. Carriers project sustained, precise power without first having to secure basing or overflight rights. Nuclear-powered carriers can remain on station indefinitely without refueling, either participating in joint combat operations or merely providing a visible deterrent to would-be adversaries.



Strike aircraft: 50+ Weapons; more than 4,000 general purpose and precision guided weapons
Speed: 30+ knots
Endurance: Virtually unlimited (greater than 20 years)
Length: overall 1,092 feet
Max. width: (flight deck) 252 feet
Draft: (combat load) 39 feet
Propulsion: 4 steam turbines; 200,000+ shaft horse power
Reactors: 2 pressurized A4W (Westinghouse)
Crew: (ship/airwing) 6,023
Area of flight deck: 4.5 acres
Meals served daily: 18,000
Weight of each anchor: 60,000 pounds
Fresh water production: 400,000 gallons daily



Naval Ships

Aircraft Carriers

MISSION: The centerpieces of the Navy's offensive and defensive strategy, carriers support and operate aircraft that engage in attacks on airborne, afloat and ashore targets which threaten our use of the sea. These vessels also engage in sustained operations in support of other forces.



Kitty Hawk (CV 63) Class 3 ships
 Displacement: 80,800 tons
 Length: 1,046 ft.
 Beam: 130 ft.
 Flight Deck Width: 252 ft.
 Max Speed: 30+ knots
 Complement: 3,150 ship's company
 2,480 air wing
 Aircraft: Approximately 85



John F. Kennedy (CV 67) Class 1 ship
 Displacement: 82,000 tons
 Length: 1,052 ft.
 Beam: 130 ft.
 Flight Deck Width: 252 ft.
 Max Speed: 30+ knots
 Complement: 3,117 ship's company
 2,480 air wing
 Aircraft: Approximately 85



Enterprise (CVN 65) Class 1 ship
 Displacement: 89,600 tons
 Length: 1,040 ft.
 Beam: 133 ft.
 Flight Deck Width: 252 ft.
 Max Speed: 30+ knots
 Complement: 3,350 ship's company
 2,480 air wing
 Aircraft: Approximately 85



Nimitz (CVN 68) Class 6 ships
 Displacement: 91,487 tons
 (CVN-71: 96,358 tons)
 Length: 1,040 ft.
 Beam: 134 ft.
 Flight Deck Width: 252 ft.
 Max Speed: 30+ knots
 Complement: 3,200 ship's company
 2,480 air wing
 Aircraft: Approximately 85



Forrestal (CV 59) Class 1 ship
 Displacement: 75,900 tons
 Length: 1,063 ft.
 Beam: 129 ft.
 Flight Deck Width: 252 ft.
 Max Speed: 30+ knots
 Complement: 3,019 ship's company
 2,480 air wing
 Aircraft: Approximately 75

Surface Warfare Ships

MISSION: Primary surface-borne combatants conduct at-sea battle operations against surface, air and sub-surface enemies, protect sea lanes and serve as front-line support to aircraft carriers in a battle group.

Frigates

Anti-submarine warfare combatants protect shipping lanes for amphibious expeditionary forces, as well as underway replenishment groups and merchant convoys.



Oliver Hazard Perry (FFG 7) Class 51 ships
 Displacement: 4,100 tons
 Length: 445 ft. (453 with LAMPS III mod)
 Beam: 45 ft.
 Max Speed: 29 knots
 Complement: 200
 Aircraft: 2 - SH-60B (LAMPS MKIII) in FFG 8, 36-61; 1 - SH-2F (LAMPS MKI) in FFG 7, 9-35
 [FFGs 28-35 to be converted for LAMPS MKIII]

Cruisers

Multi-mission surface combatants with extensive warfare capability support battle groups and amphibious forces. Also serve as flagship of surface action groups

and can operate independently. Extensive warfighting capability. *Ticonderoga* and *Virginia*-classes are also equipped with Tomahawk ASM/LAM for long-range strike capability.



Ticonderoga (CG 47) Class 27 ships
 Displacement: 9,600 tons
 Length: 567 ft.
 Beam: 55 ft.
 Max Speed: 30+ knots
 Complement: 364
 Aircraft: 2 - SH-2 (LAMPS) in CG 47-48;
 2 - SH-60 (LAMPS III) in CG 49 & later



Virginia (CGN 38) Class 2 ships
 Displacement: 11,000 tons
 Length: 585 ft.
 Beam: 63 ft.
 Max Speed: 30+ knots
 Complement: 578



California (CGN 36) Class 2 ships
 Displacement: 10,450 tons
 Length: 596 ft.
 Beam: 61 ft.
 Max Speed: 30+ knots
 Complement: 584



Belknap (CG 26) Class 1 ship
 Displacement: 7,930 tons
 Length: 547 ft.
 Beam: 55 ft.

Ballistic Missile Submarines

MISSION: Deterrence of war has been the sole mission and fundamental reason for the existence of the fleet ballistic missile submarine since its inception in 1960. Among the Navy's highest priority programs, ballistic missile submarines are the cornerstone of the national security policy functioning as the most survivable and enduring leg of the strategic deterrent triad.



Ohio (SSBN 726) Class 15 ships
 Displacement (submerged): 18,700 tons
 Length: 560 ft.
 Beam: 42 ft.
 Max Speed: 20+ knots
 Complement: 165

Benjamin Franklin (SSN 640) Class 2 ships
 Displacement (submerged): 8,250 tons
 Length: 425 ft.
 Beam: 33 ft.
 Max Speed: 20+ knots
 Complement: 139



Max Speed: 32 knots
Complement: 477
Aircraft: 1 - SH-2F (LAMPS)
[CG 26: SH-3]



Leahy (CG 16) Class 1 ship
Displacement: 7,800 tons
Length: 533 ft.
Beam: 55 ft.
Max Speed: 33+ knots
Complement: 455

Destroyers

Support battle, surface action, amphibious, and replenishment groups. Destroyers are primarily used for anti-submarine warfare while guided-missile destroyers are multi-mission surface combatants.



Arleigh Burke (DDG 51) Class 6 ships
Displacement: 8,300 tons
Length: 466 ft.
Beam: 59 ft.
Max Speed: 31 knots
Complement: 32



Kidd (DDG 993) Class 4 ships
Displacement: 8,300 tons
Length: 563 ft.

Beam: 55 ft.
Max Speed: 33 knots
Complement: 333
Aircraft: 1 SH-2F (LAMPS)



Spruance (DD 963) Class 31 ships
Displacement: 7,865 tons
Length: 563 ft.
Beam: 55 ft.
Max Speed: 33 knots
Complement: 334
Aircraft: 2 SH-60 (LAMPS III)

Mobile Combat Logistics Force

MISSION: Provide fuel, provisions and ammunition to combatant ships at sea via underway and vertical replenishment. These ships are an integral part of carrier battle groups as fuel, ammunition and stores reservoirs.

Fast Combat Support

Redistribute petroleum products, ammunition, and stores from shuttle ships to carrier battle groups through connected and vertical replenishment.



Sacramento (AOE 1) Class 4 ships
Displacement: 53,000 tons
Length: 793 ft.
Beam: 107 ft.
Max Speed: 26 knots
Complement: 615
Aircraft: 2 CH-46 Sea Knights

Replenishment Oiler

Deliver petroleum and munitions simultaneously to

carrier battle groups using both connected and vertical replenishment.



Wichita (AOR 1) Class 4 ships
Displacement: 38,100 tons
Length: 659 ft.
Beam: 96 ft.
Max Speed: 20 knots
Complement: 460

Ammunition

Deliver ammunition and stores, either independently or with other combat logistic ships, to combatants and/or battle group station ships using both connected and vertical replenishment.



Kilauea (AE 26) Class 8 ships
Displacement: 18,088 tons
Length: 564 ft.
Beam: 81 ft.
Max Speed: 20+ knots
Complement: 410
Aircraft: 2 CH-46 Sea Knights



Suribachi (AE 21) Class 2 ships
Displacement: 15,500 tons
Length: 512 ft.
Beam: 72 ft.
Max Speed: 20+ knots
Complement: 390

Nitro (AE 23) Class 1 ship
Displacement: 15,500 tons
Length: 512 ft.
Beam: 72 ft.
Max Speed: 20+ knots
Complement: 390

Attack Submarines

MISSION: Destroy enemy ships, primarily submarines, in order to prohibit the employment of such forces against the United States or allied ships.



Seawolf (SSN 21) Class 1 ship
Displacement:
Length:
Beam:
Max Speed:
Complement:



Los Angeles (SSN 688) Class 55 ships
Displacement (submerged): 6,900 tons
Length: 360 ft.
Beam: 33 ft.
Max Speed: 20+ knots
Complement: 142



Narwhal (SSN 671) Class 1 ship
Displacement (submerged): 5,350 tons
Length: 314 ft.
Beam: 38 ft.
Max Speed: 20+ knots
Complement: 141



Sturgeon (SSN 637) Class 27 ships
Displacement (submerged): 4,640 tons
Length: 292 ft.
Beam: 32 ft.
Max Speed: 20+ knots
Complement: 107

Permit (SSN 594) Class 1 ship
Displacement (submerged): 4,200 tons
Length: 292 ft.
Beam: 32 ft.
Max Speed: 20+ knots
Complement: 143

POWER AND PERFORMANCE

AEGIS DESTROYERS

are the key

to the Navy's anti air, anti-ship, anti-submarine, and strike operations from the sea. Twenty-nine *Arleigh Burke* (DDG-51)-class AEGIS destroyers have been ordered through 1994 and current plans envision a total force of some 60 DDG-51s. They will join the 27 *Ticonderoga* (CG-47)-class AEGIS cruisers that are now in the fleet. Starting with DDG-79, new AEGIS destroyers entering the fleet will be Flight IIA ships with the following upgrades and changes: hangars and facilities for two multi-purpose armed helicopters, fiber-optic data multiplex system, and the Kingfisher modification to the SQS-53 sonar for mine detection and avoidance.

DDG-51 *Arleigh Burke*-Class AEGIS Destroyer

The DDG-51 guided missile destroyer will be the centerpiece of U.S. naval surface forces well into the 21st century.

CG-47 *Ticonderoga*-Class AEGIS Cruiser

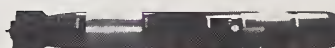
The first class of AEGIS warships built by the U.S. Navy, *Ticonderoga*-class cruisers proved their combat effectiveness in the Gulf War.

Arleigh Burke (DDG-51) Class Flight IIA Characteristics

Displacement: 9,195 tons (full load)
 Length: 509 feet 6 inches
 Beam: 66 feet 11 inches
 Draft: 30 feet 7 inches (navigational)
 Propulsion: 4 gas turbines, 100,000 shaft horsepower, 2 shafts
 Speed: 31+ knots
 Range: More than 4,400 nautical miles at 20 knots
 Manning: 383 (32 officers, 251 enlisted; includes helicopter detachment)
 Helicopters: 2 LAMPS Mk III
 Missiles: 1 64-cell and 1 32-cell Mk 41 VLS (96 total missiles)
 Radars: AN/SPY-1D multi-function
 AN/SPS-67(V)3 surface search
 AN/SPS-64 navigation
 Sonar: AN/SQS-53C bow-mounted
 Guns: One 5-inch 54-cal Mk 45 dual-purpose gun
 Two 20-mm Mk 15 Phalanx Close-In Weapon
 Systems
 Fire Control: AEGIS Weapon System
 3 Mk 99 illuminators with AN/SPG-62 radar
 Torpedoes: 6 12.75-inch torpedo tubes (2 triple mounts)
 Builders: Bath Iron Works, Bath, Maine
 Litton/Ingalls Shipbuilding,
 Pascagoula, Mississippi

LAMPS Mk III Light Airborne Multi-Purpose System

The SH-60B LAMPS Mk III ship/helicopter system extends the tactical reach and increases the effectiveness of the AEGIS warship. The LAMPS helicopter can launch torpedoes or air-to-surface missiles against enemy targets.



Penguin/Hellfire Missiles

Penguin is a short-range, anti-ship missile that can be launched by the SH-60B LAMPS Mk III helicopter. It is a "fire-and-forget" missile with advanced guidance features including indirect flight paths to its intended target and an intra-red (IR) guidance system.



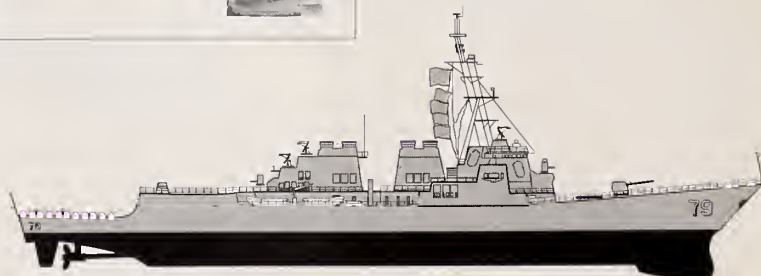
Tomahawk

Tomahawk cruise missiles are a family of long-range weapons developed to strike land targets and surface ships. Both the Tomahawk Land-Attack Missile (TLAM) and Tomahawk Anti-Ship Missile (TASM) carry 1,000-pound high explosive warheads. Newer models of the TLAM missile can carry either a unitary high explosive warhead or a submunitions warhead comprising 166 bomblets for attacking multiple "soft" targets.



Mk 15 Close-In Weapon System (CIWS)

The Phalanx CIWS is a self-contained, rapid-firing gun system that can detect and destroy anti-ship missiles that have penetrated other ship defense systems. The six-barrel Gatling gun has a firing rate of 3,000 rounds per minute. Target engagement is performed automatically by a high-speed computer.



Flight IIA DDG-51 *Arleigh Burke*-class AEGIS Destroyer

ALL HANDS

ANCE FROM THE SEA

SPY-1 Radar

The heart of the AEGIS Weapon System in the *Arleigh Burke* destroyers is the SPY-1D multi-function, phased-array (fixed-antenna) radar.



SM-2 Standard Missile

The Navy's Standard Missile SM-2 — used with the AEGIS weapon system — provides naval forces with a highly effective defense against enemy aircraft and cruise missiles. The missile also has a limited capability against surface ships.

Mk 41 Vertical Launching System (VLS)

The Mk 41 Vertical Launching System holds a variety of missiles that can be launched in rapid sequence. This system provides simplicity, greater flexibility, and more efficient use of valuable shipboard volume compared to previous above-deck launching systems. Missiles in their handling/stowage canisters are vertically stowed and launched from individual VLS "cells."



Mk 45 5-inch/54-cal. Gun

The primary U.S. Navy gun system is the Mk 45 gun, an automatic, radar-directed weapon that can engage both air and surface targets out to ranges of almost 13 nautical miles. The gun mount is unmanned, with the six-man crew at below-deck stations.



Gas Turbine Propulsion

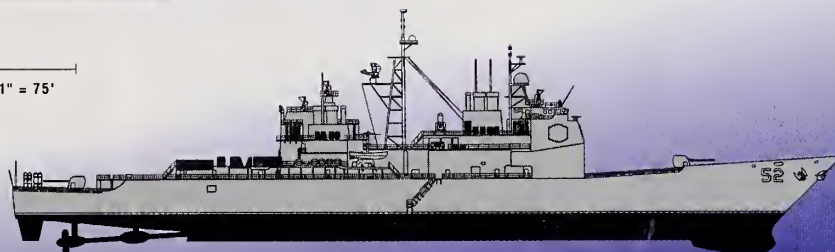
AEGIS combatants are powered by four LM-2500 gas turbine engines derived from the TF39 commercial turbofan aircraft engine. Ship speed and direction are changed by altering the pitch of individual propeller blades rather than using complex reversing gears.

SQS-53C Sonar

The SQS-53C is the latest in a series of long-range, low frequency, hull-mounted sonars used by U.S. surface warships to detect and track submarines. The SQS-53C is being further upgraded to enhance its shallow-water capabilities and to allow its use for mine detection and avoidance.

Flight II A
ARLEIGH BURKE
(DDG-51) class

1" = 75'



Naval Ships

Amphibious Warfare Ships

MISSION: Carry assault troops and equipment to enemy beaches and serve as combat support platforms for these forces.

Assault Ships

Transport and land assault forces ashore by use of Landing Craft Air Cushion (LCAC), conventional landing craft, and helicopters.

Helicopter, Landing Platform - Amphibious Assault



Iwo Jima (LPH 2) Class 3 ships
 Displacement: 18,000 tons
 Length: 602 ft.
 Beam: 84 ft.
 Flight Deck Width: 104 ft.
 Max Speed: 23 knots
 Complement: 685 (crew)
 2,000 (troops)

Helicopter, Dock Landing - Multipurpose Assault



Wasp (LHD 1) Class 3 ships
 Displacement: 40,500 tons
 Length: 844 ft.
 Beam: 106 ft.
 Max Speed: 22+ knots
 Complement: 1,081 (crew);
 1,875 (troops)
 Aircraft: 45 - CH-46 Sea Knight;
 20 - AV-8B Harrier;
 9 - ASW helicopters

Helicopter, Attack Landing - General Purpose Assault



Tarawa (LHA 1) Class 5 ships
 Displacement: 39,400 tons
 Length: 833 ft.
 Beam: 106 ft.
 Max Speed: 24 knots
 Complement: 940 (crew)
 1,900+ (troops)
 Aircraft: 9 - CH-53 Sea Stallions;
 12 - CH-46 Sea Knights;
 10 - AV-8B Harriers (in LHA 2-5)

Amphibious Transport, Dock

Transport and land Marines, their equipment and supplies by embarked landing craft or amphibious vehicles augmented by helicopters in amphibious assault.



Austin (LPD 4) Class 11 ships
 Displacement: 17,000 tons
 Length: 570 ft.
 Beam: 84 ft.
 Max Speed: 21 knots
 Complement: 425 (crew);
 900 (troops)
 Aircraft: 6 - CH-46 Sea Knights

Amphibious Command

Provide amphibious command and control in major amphibious operations.



Blue Ridge (LCC 19) Class 2 ships
 Displacement: 19,000 tons
 Length: 634 ft.
 Beam: 108 ft.
 Max Speed: 23 knots
 Complement: 842
 Aircraft: Utility helicopter

Landing Craft Air Cushion

Transport weapons systems, equipment, cargo, and personnel of the assault elements of the Marine Air/Ground Task Force from both ship to shore and across the beach.



LCAC 75 craft
 Displacement: 151 tons
 Length: 88 ft.
 Beam: 47 ft.
 Max Speed: 40+ knots with payload
 Complement: 5

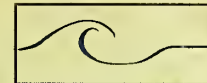
Tank Landing

Transport and land amphibious vehicles, tanks, combat vehicles, and equipment in amphibious assault.



Newport (LST 1179) Class 5 ships
 Displacement: 8,450 tons





Length: 522 ft.
 Beam: 69 ft.
 Max Speed: 20 knots
 Complement: 290 (crew)
 400 troops

Dock Landing

Support amphibious operations on a hostile shore with Landing Craft Air Cushion (LCAC), conventional landing craft and helicopters.



Midway Island (LSD 41) Class 8 ships
 Displacement: 15,704 tons
 Length: 609 ft.
 Beam: 84 ft.
 Max Speed: 20+ knots
 Complement: 342 (crew)
 500 (troops)



Anchor (LSD 36) Class 5 ships

Displacement: 14,000 tons
 Length: 553 ft.
 Beam: 85 ft.
 Max Speed: 22 knots
 Complement: 358 (crew)
 330 (troops)

Amphibious Cargo

Carry troops, heavy equipment and supplies to support amphibious operations.



Charleston (LKA 113) Class 10 ships
 Displacement: 18,657 tons
 Length: 575 ft.
 Beam: 82 ft.
 Max Speed: 20 knots
 Complement: 387 (crew)
 226 (troops)

Mine Warfare Ships

MISSION: Clear vital waterways, such as choke points, harbors, and channels, of bottom and moored

mines.

Mine Counter Measures



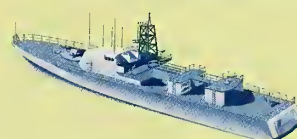
Avenger (MCM 1) Class 14 ships
 Displacement: 1,312 tons
 Length: 224 ft.
 Beam: 39 ft.
 Max Speed: 13.5 knots
 Complement: 74

Mine Hunter



Osprey (MHC 51) Class 2 ships
 Displacement: 893 tons
 Length: 188 ft.
 Beam: 36 ft.
 Max Speed: 10 knots
 Complement: 51

Coastal Patrol



Primarily provides coastal protection and interdiction. Also provides Naval Special Warfare Support, including long-range SEAL insertion/extraction and tactical swimmer operations.

Cyclone (PC 1) Class 7 ships
 Displacement: 328.5 tons
 Length: 170 ft.
 Beam: 25 ft.
 Max Speed: 35 knots
 Complement: 28 (crew)
 9 (special ops)



Naval Ships

Fleet Oiler

Transport bulk petroleum and lubricants from depots to underway battle group station ships, as well as combatants and support forces by alongside and vertical replenishment.



Cimarron (AO 177) Class 4 ships
 Displacement: 27,500 tons
 Length: 592 ft.
 Beam: 88 ft.
 Max Speed: 20 knots
 Complement: 215

Combat Stores

Conduct underway replenishment of refrigerated stores, dry provisions, technical spares, general stores, fleet freight, mail and personnel to operating forces by alongside or vertical replenishment.



Mars (AFS 1) Class 1 ship
 Displacement: 16,000 tons
 Length: 581 ft.
 Beam: 79 ft.
 Max Speed: 20 knots
 Complement: 438
 Aircraft: 2 CH-46 Sea Knights

Tenders

Provide mobile base facilities for maintenance and logistic support to submarines and surface combatants.



L.Y. Spear (AS 36) & Emory S. Land (AS 39) Classes 2 ships 3 ships
 Displacement: 23,000 tons
 Length: 644 ft.
 Beam: 85 ft.
 Max Speed: 20 knots
 Complement: 605 (ASs 36 & 37) 617 (ASs 39-41)



Simon Lake (AS 33) Class 2 ships
 Displacement: 19,934 tons (AS-33) 21,089 tons (AS-34)
 Length: 644 ft.
 Beam: 85 ft.
 Max Speed: 20
 Complement: 601



Hunley (AS 31) Class 1 ship
 Displacement: 19,000 tons
 Length: 599 feet
 Beam: 83 feet

Max Speed: 19 knots
 Complement: 603



Fulton (AS 11) Class 1 ship
 Displacement: 16,230 tons
 Length: 530.5 ft.
 Beam: 73 ft.
 Max Speed: 15.4 knots
 Complement: 557



Yellowstone (AD 41) & Samuel Gompers (AD 37) Class 4 ships 2 ships
 Displacement: 22,500 tons
 Length: 644 ft.
 Beam: 85 ft.
 Max Speed: 20 knots
 Complement: 1,400



Dixie (AD 14) Class 1 ship
 Displacement: 18,000 tons
 Length: 530 ft.
 Beam: 73 ft.
 Max Speed: 18.2 knots
 Complement: 872

Fleet Support Ships

MISSION: Provide repair, salvage and a variety of other types of support to the combatant fleet.

Repair

Provide battle damage repair, maintenance and logistic support to ships assigned at anchor or moored to a pier, in a wartime environment.



Vulcan (AR 5) Class 1 ship
 Displacement: 16,270 tons
 Length: 529 ft.
 Beam: 73 ft.
 Max Speed: 19.2 knots
 Complement: 1,004

Rescue, Salvage & Towing

Provide rapid firefighting, dewatering, battle damage repair, and rescue towing assistance to save battle-damaged combatant ships in combat or high threat areas from further loss or damage; tow them to repair ships or bases located in safe areas.



Safeguard (ARS 50) Class 4 ships
 Displacement: 2,880 tons
 Length: 255 ft.
 Beam: 50 ft.
 Max Speed: 14 knots

Complement: 91



Edenton (ATS 1) Class 3 ships
 Displacement: 2,900 tons
 Length: 282 ft.
 Beam: 50 ft.
 Max Speed: 16 knots
 Complement: 129

Submarine Rescue

Deep submergency rescue and support to deep sea diving operations.



Pigeon (ASR 21) Class 1 ship
 Displacement: 4,200 tons
 Length: 251 ft.
 Beam: 86 ft.
 Max Speed: 15 knots
 Complement: 240 (ship's company) 24 (submersible ops)

Military Sealift Command

The Military Sealift Command (MSC) maintains a fleet of ships which provides a variety of unique support missions to the fleet and other military services. These ships are primarily crewed by civilians with a contingent of U.S. Navy personnel.

Maritime Prepositioning

MISSION: Long-term prepositioning of U.S. Marine Corps unit equipment and supplies in set locations worldwide. (3 classes)



Fast Sealift

MISSION: Rapid, worldwide deployment of tanks, helicopters and other military supplies and equipment.



Combat Stores

MISSION: Provide refrigerated and general stores, dry provisions, technical and aviation spares, fleet freight, mail, personnel and other items underway from five stations and with two H-46 helicopters.



Oilers

MISSION: Transport bulk petroleum products from shore depots to replenishment ships and combatants under way making task groups as independent as possible of limited freight, mail and personnel. (3 classes)



Tankers

MISSION: Worldwide delivery of petroleum products to DoD users and support of fleet operating units. (3 classes)

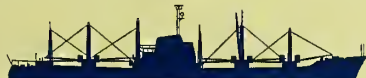
Aviation Logistics Support

MISSION: Dedicated fast sealift for movement of a functional aviation intermediate maintenance activity to support U.S. Marine Corps fixed and rotary wing aircraft.



Ocean Surveillance

MISSION: Tow the Surveillance Towed Array Sensor (SURTASS). (2 classes)



FBM Resupply

MISSION: Provide logistic resupply for submarines and submarine tenders deployed overseas and at East Coast refit sites. (2 classes)



Oceanographic Research

MISSION: Support naval oceanography research. (3 classes)



Oceanographic Survey

MISSION: Mapping and oceanographic survey of ocean floors and coastlines. (5 classes)



Cable Repair

MISSION: Transport, deploy, retrieve, and repair submerged cables; tow acoustic projectors; cable plow; and conduct acoustic hydrographic and bathymetric surveys. (2 classes)



Auxiliary Crane

MISSION: Mobile discharge facility for non self-sustaining container ships in ports without operational container off-load capability.



Fleet Ocean Tugs

MISSION: Tow battle-damaged and otherwise non-operational fleet ships to safe ports; conduct salvage operations and support other special missions.



Hospital Ships

MISSION: Mobile, rapidly responsive afloat medical facility to provide acute medical and surgical care

in support of amphibious and naval task forces in areas where hostilities may be imminent. Also provide a full hospital asset for use by other U.S. government agencies in support of disaster relief operations worldwide.

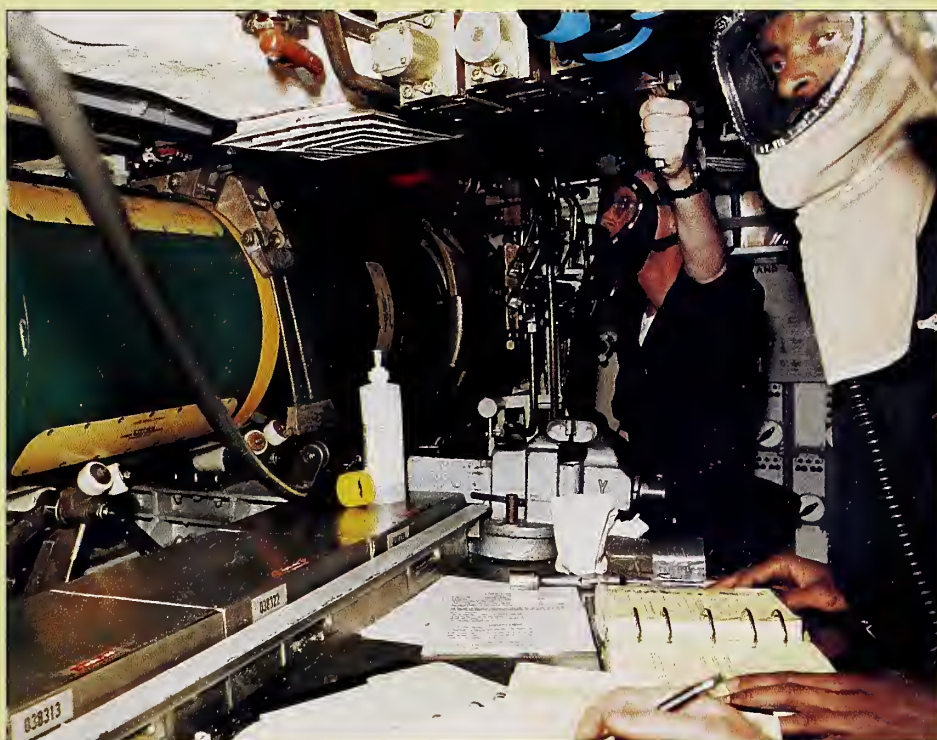


Dry Cargo

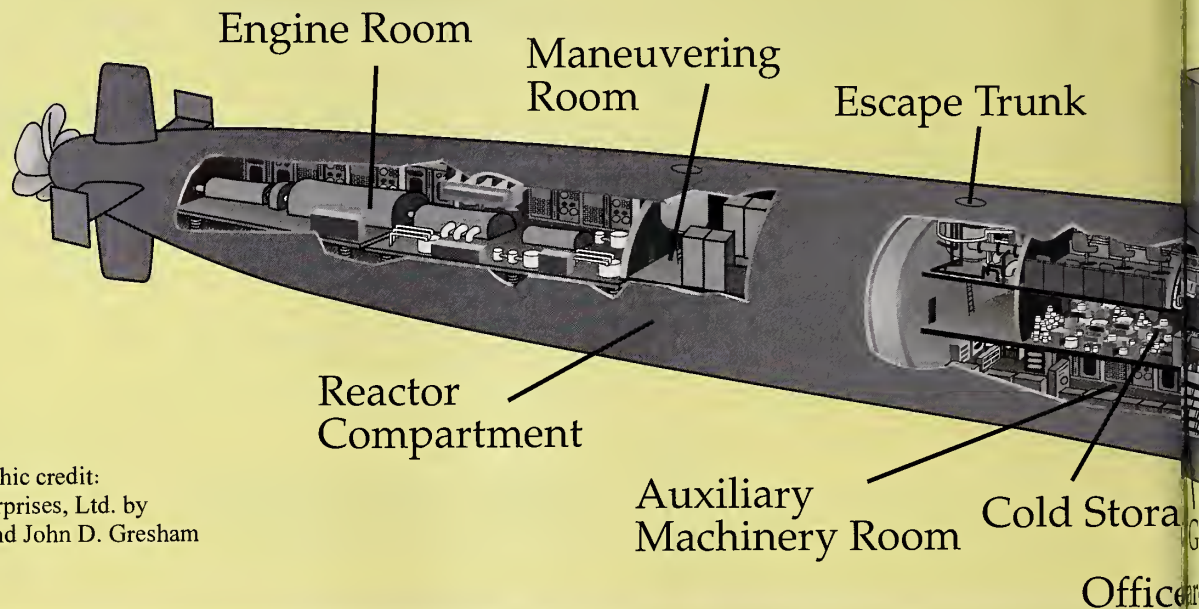
MISSION: Point-to-point cargo delivery service to MSC customers worldwide meeting requirements not normally covered by regularly scheduled commercial service (*wide variety of types and sizes*).

Ready Reserve Force

MISSION: A force of inactive ships to provide militarily useful transportation to meet wartime surge sea-lift requirements. Sources of RRF ships are commercial ships that are purchased through competitive procedures; ships from the near term pre-positioning force, which are upgraded to meet RRF standards; and ships removed from active MSC service. RRF ships are maintained in a 5-, 10- or 20-day readiness status.

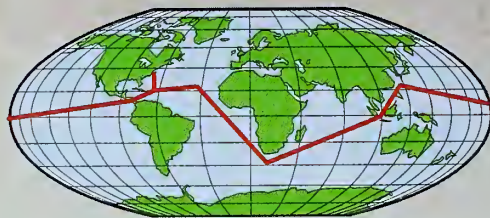


NUCLEAR SUBMARINES: FORWARD FR



Submarine graphic credit:
Jack Ryan Enterprises, Ltd. by
Laura Alpher and John D. Gresham

ENDURANCE



Can cruise around the world
35 times without refueling,
limited only by
the needs of the crew.



STEALTH

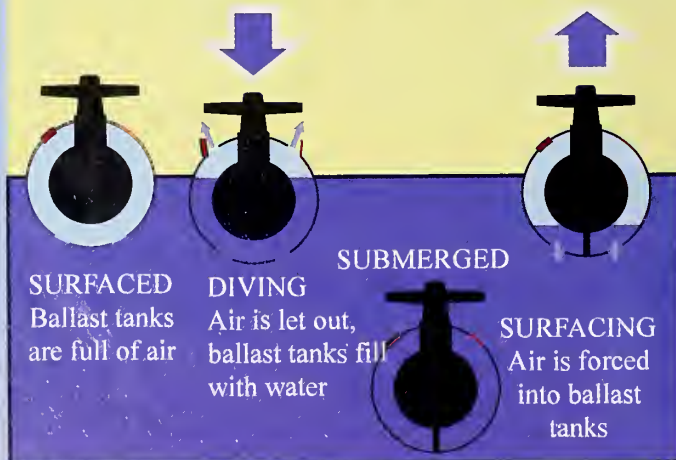
The Navy's stealthiest
general purpose warship.
Non-provocative, yet able to engage
with surprise at any time.



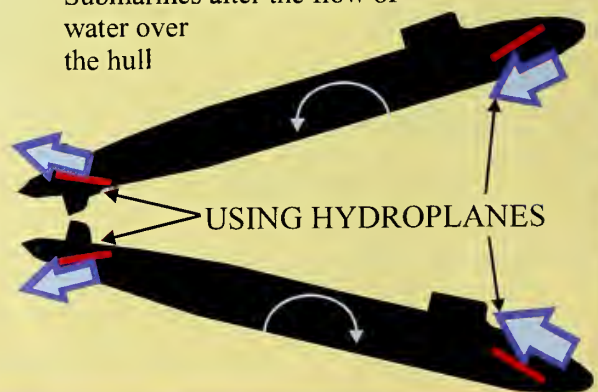
AGILITY

High speed for an
unlimited time. Perform
multiple missions
without re-supply.

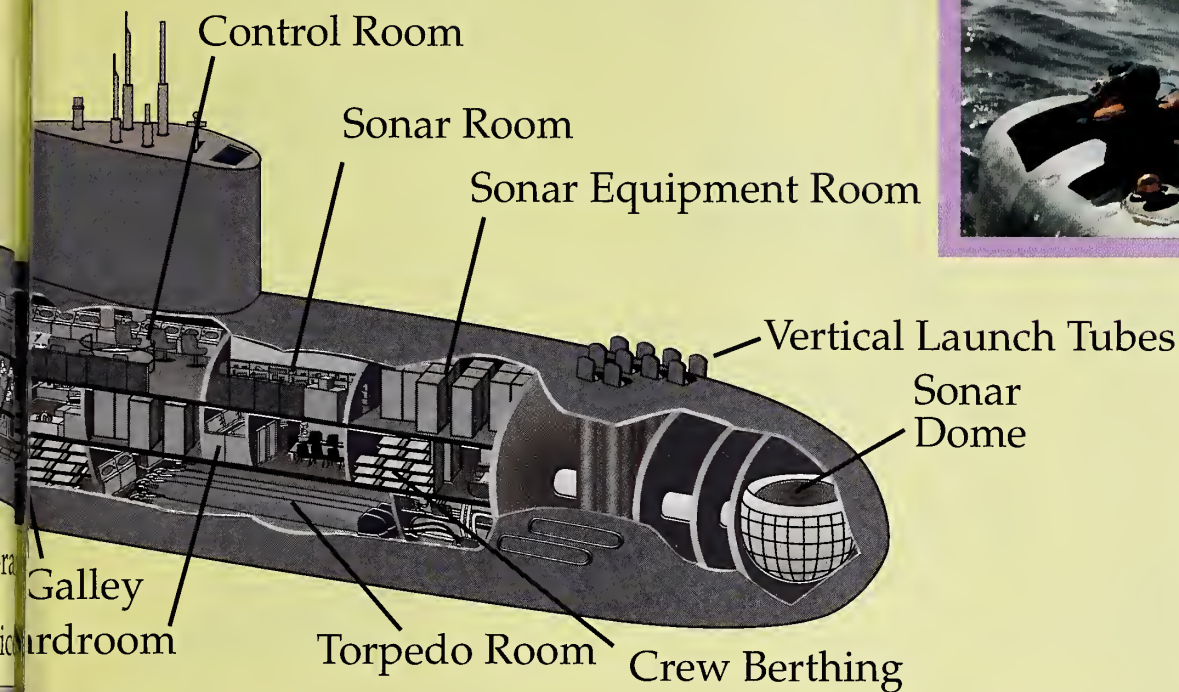
HOW SUBMARINES OPERATE



CHANGING DEPTH:
Submarines alter the flow of
water over
the hull



THE SEA



Coming Soon...

HIGH SPEED - *SEAWOLF* will be the fastest U.S. submarine built. It set the record for the fastest sustained ship speed - USS *Louisville* set from San Diego to the Red Sea during Desert Storm.

COVERT SURVEILLANCE - advanced visual, communications and electronics intercept capabilities.

Mk 48 ADCAP - the most capable acoustic torpedo in the world.

COVERT PRESENCE - ability to submerge removes threat from aircraft or cruise missiles and most ships. Can operate with impunity in almost any waters.

29 TOWED ARRAY - *SEAWOLF* will have unparalleled detection ranges of submarines and surface ships.

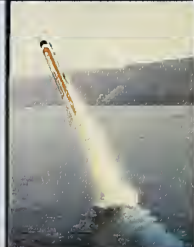
A/N-BSY-2 - provides most capable combat control and acoustic systems in the world.

LARGE PAYLOAD: *SEAWOLF* carries 50 weapons - any combination of *Tomahawk*, MK 48 Torpedo, *Harpoon* or mines.

COVERT STRIKE WITH TOMAHAWK - Both the *Tomahawk* Land Attack Missile (TLAM) and the *Tomahawk* Anti-Ship Missile (TASM) carry 1000-pound high explosive warheads. The ability of the *SEAWOLF* to get in close without detection reduces flight time and chance of intercept.

AUSTIC QUIETING - *SEAWOLF* will be the quietest submarine in the world.

NUCLEAR POWER - provides unlimited endurance without logistic support - *SEAWOLF* limited only by crew requirements.



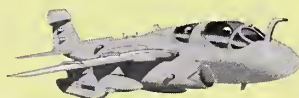
Fighters, Bombers & Tactical Aircraft



F/A-18 Hornet

The F/A-18 all-weather strike fighter provides fleet defense and escort. It is also used for force projection, interdiction and air support.

Wingspan: 40 ft., 5 inches
 Length: 56 ft.
 Height: 15 ft., 3 inches
 Speed: Mach 1.7+
 Range: 1,586 miles (fighter); 1,533 (attack)
 Armament: 20mm Mk-61A1 *Vulcan* cannon
Sparrow III missile (fighter)
Sidewinder missile (fighter)
 Guided/conventional air-to-ground ordnance (attack)
 AGM 84, AGM 88 (attack)
 Crew: 1 (A, C & E); 2 (B, D & F)



EA-6B Prowler

The all-weather, subsonic *Prowler* supports air strikes and ground troops by jamming enemy radar, electronic data links and communications.

Wingspan: 53 ft.
 Length: 59 ft., 10 inches
 Height: 16 ft., 3 inches
 Speed: 575 mph
 Range: 1,000+ miles
 Armament: AGM-88A *Harm* missile
 Crew: 4



F-14 Tomcat

The variable sweep wing, supersonic F-14 fighter destroys multiple targets in all weather conditions.

Wingspan: 64 ft. (unswept); 38 ft. (swept)
 Length: 62.7 ft.
 Height: 16 ft.
 Speed: 576 mph
 Range: 2,000 nm.
 Armament: AIM-54s, AIM-7s and AIM-9s
 Air-to-ground ordnance
 20mm Mk-61A1 *Vulcan* cannon
 Crew: 2



S-3 Viking

The carrier-based all-weather multi-mission S-3 *Viking* seeks and destroys submarines and provides surveillance.

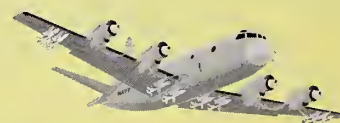
Wingspan: 68 ft., 8 inches
 Length: 53 ft., 4 inches
 Height: 22 ft., 9 inches
 Speed: 518 mph
 Range: 2,645 miles
 Armament: AGM-84 missiles; rockets; mines; torpedoes; depth charges
 Crew: 4



A-6E Intruder

The A-6E, an all-weather, two-seat carrier-based attack bomber, destroys fixed and moving targets on land or at sea.

Wingspan: 53 ft.
 Length: 54 ft., 7 inches
 Height: 16 ft., 3 inches
 Speed: 648 mph
 Range: 1,077 miles
 Armament: Bombs; rockets; air-to-surface missiles
 Crew: 2



P-3C Orion

The P-3C is a land-based, long-range anti-submarine patrol aircraft. Using sonobuoys and magnetic anomaly detection equipment, it detects, identifies and destroys submarines.

Wingspan: 99 ft., 7 inches
 Length: 116 ft., 8 inches
 Height: 33 ft., 8 inches
 Speed: 552 mph
 Range: 2,510 miles
 Armament: *Harpoon* cruise missile
 MK-46 torpedoes
Bullpup air-to-ground missiles
 Mines; depth charges; sonobuoys
 Crew: 12

Command and Control Aircraft



E-2C Hawkeye

The carrier-based E-2C aircraft uses computer sensors to provide early warning, threat analysis and counteraction control for a carrier battle group.

Wingspan: 80 ft., 7 inches
 Length: 57 ft., 8 inches
 Height: 18 ft., 4 inches
 Speed: 345 mph
 Range: 1,500+ miles
 Armament: None
 Crew: 5



E-6A Tacamo

The E-6A provides secure, jam-resistant strategic communications relay for submarines using a wire antenna several thousand feet long.

Wingspan: 148 ft., 4 inches
 Length: 150 ft., 4 inches
 Height: 42 ft., 5 inches
 Speed: 600 mph
 Range: 7,590 miles
 Armament: None
 Crew: 14

Training Aircraft



T-45A Goshawk

The T-45 serves as an intermediate and advanced pilot trainer for jet carrier aviation and tactical strike missions.

Wingspan: 30 ft., 10 inches
 Length: 39 ft., 4 inches
 Height: 13 ft., 6 inches
 Speed: Mach 1
 Range: 805 miles
 Armament: None
 Crew: 2 (instructor, student)



Helicopters



SH-3H Sea King

The ship-based SH-3H all-weather helicopter detects, classifies, tracks and destroys submarines, and provides support, search and rescue functions.

Length: 54 ft., 9 inches
 Height: 17 ft.
 Speed: 136 mph
 Range: 623 miles
 Armament: 2 - Mk-46 torpedoes
 Crew: 4



SH-60 Seahawk

The SH-60 is part of the LAMPS Mk-III computer integrated ship/helicopter weapons system. It provides a remote platform for weapons deployment, sensor information and surveillance.

Length: 64 ft., 10 inches
 Height: 17 feet
 Speed: 144 mph
 Range: 380 + miles
 Armament: 2 - Mk-46 torpedoes
 Crew: 3



SH-2G Seasprite

The ship-based SH-2F helicopter provides anti-submarine and anti-ship surveillance, and targets aircraft.

Length: 52 ft., 7 inches
 Height: 15 ft.
 Speed: 153 mph
 Range: 391 miles
 Armament: 2 - Mk-46 torpedoes
 Crew: 3



UH-46 Sea Knight

The versatile UH-46 transports cargo and personnel and conducts search and rescue missions.

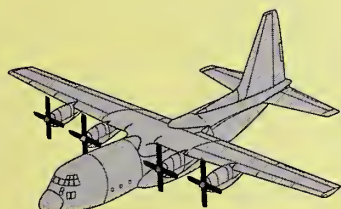
Length: 46 ft.
 Height: 17 ft.
 Speed: 165 mph
 Range: 132+ miles
 Armament: None
 Crew: 4



CH-53 Sea Stallion

The CH-53 helicopter transports personnel, equipment and supplies. It can be equipped for mine countermeasures and amphibious operations.

Length: 67 ft., 5 inches
 Height: 24 ft., 11 inches
 Speed: 184 mph
 Range: 665 miles
 Armament: None
 Crew: 3



C-130 Hercules

The versatile, multi-purpose C-130 transports personnel and cargo and can be outfitted for special operations.

Wingspan: 132 ft., 7 inches
 Length: 97 ft., 9 inches
 Height: 38 ft., 3 inches
 Speed: 374 mph
 Range: 2,350 miles w/ max. payload; 5,200 empty
 Armament: None; can be fitted with 7.62mm miniguns, 20mm *Vulcan* cannons, 40mm *Bofors* cannons and 105mm Howitzer
 Crew: 5

Transport Aircraft



C-9B Skytrain II

The C-9B provides intratheater transport and logistics support. It also airlifts naval reservists to and from training sites.

Wingspan: 93 ft., 3 inches
 Length: 119 ft., 3 inches
 Height: 27 ft., 5 inches
 Speed: 565 mph
 Range: 2,000 miles
 Armament: None
 Crew: 8



C-2A Greyhound

The C-2A turboprop delivers critical logistics support to carriers through its primary mission of Carrier On-board Delivery (COD).

Wingspan: 80 ft., 7 inches
 Length: 56 ft., 10 inches
 Height: 15 ft., 11 inches
 Speed: 345 mph
 Range: 1,495 miles
 Armament: None
 Crew: 4

SH-60 *Seahawk*

The Navy's *Seahawk* helicopter serves throughout the fleet in three derivative variants. The multi-mission *Seahawk* series is especially adapted for the demanding shipboard environment and stringent Navy mission requirements.

Seahawk missions include littoral warfare; inner and outer zone under-sea warfare; anti-surface surveillance and targeting; search and rescue; special operations; plane guard; and vertical replenishment/logistics.

HH-60H *Seahawk*

The HH-60H *Seahawk* is designed for Navy combat search and rescue (CSAR) and special warfare operations. Serving the active fleet and Naval Reserve, the HH-60H can navigate precisely over long distances using night/all-weather capabilities, and operates covertly to avoid the enemy. Planned upgrades to the HH-60H weapons capability include the addition of a FLIR/laser designator for targeting *Hellfire* missiles.

SH-60B *Seahawk*

The SH-60B *Seahawk* is the platform for the Light Airborne Multi-Purpose System (LAMPS) MK III weapons system. It operates world-wide from the decks of cruisers, destroyers and frigates. The SH-60B helicopter is the forward eyes and ears of its host ship, and greatly extends the ship's weapons delivery capability, carrying missiles and torpedoes to meet the threat.

SH-60F *Seahawk*

The SH-60F *Seahawk* shares the rugged attributes of the SH-60B — reliability, endurance, speed and survivability — and operates off aircraft carriers. Its mission is to dash to a designated point, dip its sonar, locate submarines at extended ranges and launch its torpedoes with unmatched efficiency and effectiveness to protect the carrier battle group.

Avionics equipment bay

Flight control servo units

Main rotor head

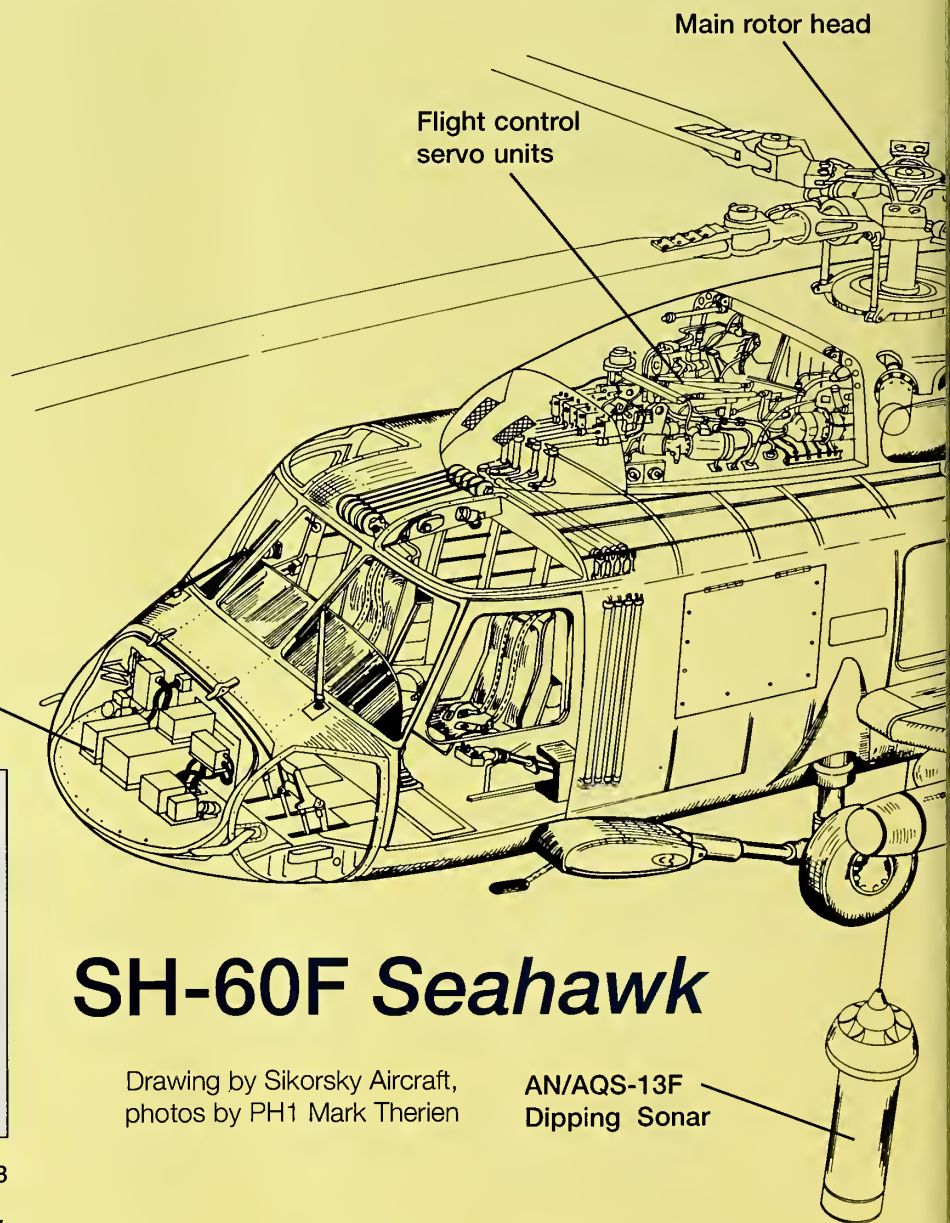
SH-60F *Seahawk*

Drawing by Sikorsky Aircraft,
photos by PH1 Mark Therien

AN/AQS-13F
Dipping Sonar



An SH-60B of Light Helicopter Squadron (HSL) 38 on board USS *Conolly* (DD 979) begins a patrol along the Haitian coast during Operation *Support Democracy*.





The *Seahawk* is a powerful running mate. To meet higher maritime performance and design requirements, the *Seahawk* is powered by twin T700-GE-401C engines with 1,900 shaft horsepower each.

Length: 64 ft., 10 in.

Rotor dimensions: 53 ft., 8 in.

Speed: 180 knots.

Range: About 380 nm.

600 lb. capacity electrically-driven rescue hoist.

6,000 lb. cargo hook.

Three 1,000 lb. external store/weapons stations.

Shipboard compatible, with rotor brake, blade fold and tail fold.

Cabin interior accommodates mission specific tactical avionics and larger fuel tanks.

Digital/analog automated flight control system.

**T700-GE-401C
Turboshaft engine**

**Folding
tailboom**

**120 gallon
auxiliary fuel tank**

**MK 46/MK 50
Lightweight torpedo**



USS Conolly (DD 979) refuels an HSL 38 SH-60B while off the Haitian coast during Operation Support Democracy.

Air-to-Air Missiles



Sparrow

Primary mission: Highly maneuverable, radar-guided missile, with all-weather capability; can attack high-performance aircraft and missiles from any direction. **Dimensions:** length - 12 ft.; diameter - 8 in.; weight - 510 lbs. **Range:** more than 30 nautical miles. **Payload:** blast fragment, high explosive.

Phoenix

Primary mission: All-weather, long-range missile, carried in clusters, up to six missiles on the F-14; provides near simultaneous launch against multiple air targets. **Dimensions:** length - 13 ft.; diameter - 15 in.; weight - 1,024 lbs. **Range:** more than 104 nautical miles. **Payload:** proximity fuse, high-explosive; weight - 135 lbs.

Sidewinder

Primary mission: All-weather, heat-seeking, short-range, dogfight missile; can be used day or night and hones in on the engine exhaust of target aircraft. **Dimensions:** length - 9 ft., 5 in.; diameter - 5 in.; weight - 195 lbs. **Range:** more than 3.5 nautical miles. **Payload:** annular blast fragmentation; weight - 25 lbs.

AMRAAM

Primary mission: All-weather, radar-guided beyond-visual range missile; provides launch and leave capability and multiple target engagement capability. **Dimensions:** length - 12 ft.; diameter - 7 in.; weight - 335 lbs. **Range:** more than 35 nautical miles. **Payload:** blast high explosive.

Cruise Missiles

Tomahawk

Primary mission: Long-range, subsonic cruise missile; conventionally armed for anti-surface warfare; and conventionally or nuclear-armed in land attack versions. **Dimensions:** length - 18 ft., 3 in.; **Payload:** Conventional - 1,000 lb. *Bullpup* or conventional submunitions dispenser with combined effect bomblets. Nuclear - W-80 warhead.

Harpoon

Primary mission: All-weather, over-the-horizon anti-ship missile; capable of being launched from surface ships, submarines or from aircraft to destroy combatants, submarines or other shipping. **Dimensions:** length - 15 ft., surface/submarine launched; 12 ft., 7 in. air launched; diameter - missile body, 1 ft., 2 in. **Payload:** 500 lbs. high explosive, blast penetrator.



Surface-to-Air Missiles

Standard Missile Family

Primary mission: Engage and intercept aircraft, anti-ship missiles and surface ships. **SM-1 MR, SM-2 MR Dimensions:** length - 14 ft., 7 in.; diameter - 13.5 in.; weight - SM-1, 1,100 lbs.; SM-2, 1,380 lbs. **Payload:** proximity fuse, high explosive. **SM-2 ER Dimensions:** length - 26.2 ft.; diameter - 13.5 in.; weight - 2,980 lbs. **Payload:** proximity fuse, high explosive.

Fleet Ballistic Missiles

Trident II (D-5)

Primary mission: Subsurface to surface strategic nuclear deterrence. **Dimensions:** length - 44 ft.; diameter - 83 in.; weight - 130,000 lbs. **Range:** more than

4,000 nautical miles. **Payload:** Thermonuclear MIRV (Multiple Independently Targetable Re-entry Vehicle); Maneuverable Re-entry Vehicle (MRV) warhead.

Trident I (C-4)

Primary mission: Subsurface to surface strategic nuclear deterrence. **Dimensions:** length - 34 ft.; diameter - 74 in.; weight - 73,000 lbs. **Range:** 4,000 nautical miles. **Payload:** Thermonuclear MIRV with maneuverable warhead.

Poseidon (C-3)

Primary mission: Subsurface to surface strategic nuclear deterrence. **Dimensions:** length - 34 ft.; diameter - 74 in.; weight - 65,000 lbs. **Range:** 2,500 nautical miles. **Payload:** Thermonuclear MIRV with maneuverable warhead.





Air-to-Ground Missiles



HARM Missile

Primary mission: High-speed, anti-radiation missile; designed to seek out and destroy enemy radar-equipped air defense systems. **Dimensions:** length - 13 ft., 8 in., diameter - 10 in., weight - 807 lbs. **Range:** more than 50 nautical miles. **Payload:** blast fragments.

Anti-radar Missile

Primary mission: The AGM-45 shrike is designed to home in on anti-aircraft radars. **Dimensions:** length - 10 ft., diameter - 8 in.; weight - 390 lbs. **Range:** delivered by fighter aircraft, employs solid-fueled rocket. **Payload:** explosive blast warhead.

IR Maverick Missile

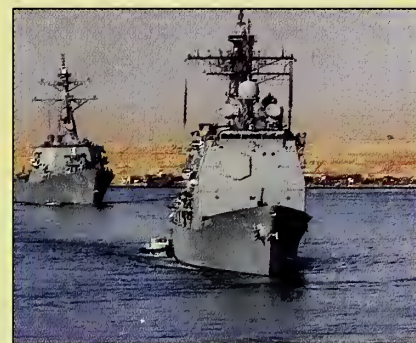
Primary mission: Forward fired, infrared-guided weapon; designed for day/night sea warfare and land interdiction. **Dimensions:** length - 8 ft. 2 in.; diameter - 12 in.; wing span - 2 ft., 4.5 in.; weight 675 lbs. **Range:** 6 to 12 nautical miles. **Payload:** penetrating/blast warhead.

Aegis System

The *Aegis* System, named after the mythological shield of Zeus, draws on state-of-the-art technology as a total weapon system. It is the most capable surface-launched missile system the Navy has ever put to sea.

Primary mission: Used against anti-ship cruise missiles and manned aircraft flying in all speed ranges from subsonic to supersonic; system has all-weather capability and outstanding ability in chaff and jamming environments.

Benefits: Provides area defense for a battle group and a clear air picture for more effective deployment of F-14 and F/A-18 aircraft. It also enables fighter aircraft to concentrate more on the outer air battle while cruisers and destroyers assume a greater responsibility for battle group area defense.



Torpedoes

MK 48 and MK 48 Advanced Capability (AdCap) Torpedo

Primary mission: Subsurface to subsurface and subsurface to surface. **Dimensions:** length- 19 ft.; diameter - 21 in.; weight - 3,434 lbs., (MK 48 AdCap - 3,695 lbs.). **Range:** more than 5 miles; depth - more than 1,200 ft. **Guidance:** wire-guided active and/or passive homing. **Payload:** 650 lbs. high-explosive warhead.

MK 46 Torpedo

Primary mission: Launched from surface combatant torpedo tubes, ASROC missile and fixed and rotary wing aircraft. **Dimensions:** length - 8.5 ft.; diameter - 12.75 in., weight - 517.6 lbs. **Guidance:** active/passive acoustic homing. **Payload:** 98 lbs. of PBXN-103 high explosive.

MK 50 Torpedo

Primary mission: Air to sub-surface, surface to sub-surface **Dimensions:** length - 9.3 ft.; diameter - 12.75 in.; weight - 750 lbs. **Guidance:** active/passive acoustic homing.

Naval Guns

MK 15 Phalanx Close-in Weapons System (CIWS)

Primary mission: Fast-reaction, rapid-fire 20-millimeter gun system; provides defense against anti-ship missiles and hostile air targets at short range. **Dimensions:** weight - 12,500 lbs.; magazine capacity - 989 rounds of 20 mm ammunition. **Features:** 3,000 - 4,500 rounds per minute.

5-inch/.54 Caliber Lightweight Gun

Primary mission: Fires at a rate of 16 to 20 rounds per minute; provides surface combatants with accurate naval gunfire against fast, highly maneuverable surface targets, air threats and shore targets.

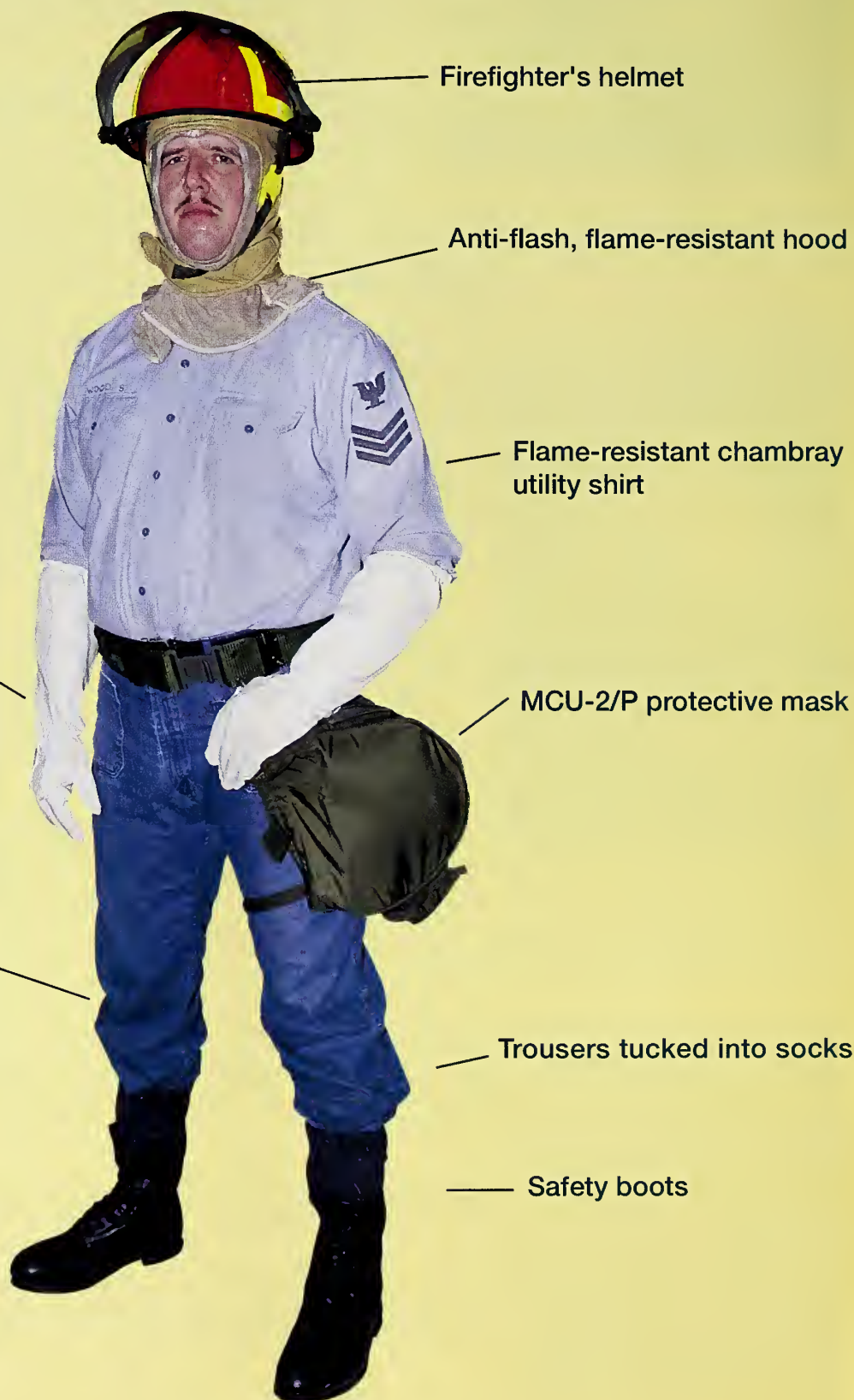
MK 75, 76mm/.62 Caliber Gun System

Primary mission: Provides frigates and other combatants with a fast-reaction, lightweight gun; counters aircraft, cruise missiles and surface ships. **Features:** an enclosed naval gun mount, single barrel, remote-controlled, rapid-fire capability.



Our Main Battery

Many of the Navy's premier weapons were detailed on the preceding pages. However, none of them would be effective without our main battery - the American Sailor. Well-trained, well equipped and fit to fight, Navy men and women ensure the readiness of our forward deployed Navy. Here, DC1 Scott J. Wood demonstrates the battle-ready shipboard Sailor. Wood, a native of Suffolk, Va., instructs Damage Control Team Training and Damage Control Petty Officer courses at Fleet Training Center Atlantic, Norfolk.





YOUR CAREER IS OUR JOB.

Your Command Retention Team has only one purpose in mind. To help you realize your full career potential. One of the ways we can do that is to direct you to the Professional Development Board, created to help you move into positions with greater responsibility. After an interview with the board, you'll get advice about your selected career path. You'll also find out about training programs that can lead to greater opportunities for advancement and a bigger paycheck.

For additional information about other programs and opportunities that are available to you call 1-800-FOR-NAVY. See how far your career can go. Meet with a member of the Team today.

NAVY
YOU AND THE NAVY.
FULL SPEED AHEAD.

What makes good petty officers?

Good petty officers know what their uniform, their Navy and their flag stands for. They are proud members of the best fighting organization in the world — the United States Navy.

Good petty officers are concerned with their Sailors' individual welfare and their future. They pat their Sailors on the back when they do well, and give them hell if they need it. That way they make better Sailors and make progress. They teach their trade. They encourage. They inspire. They are consistent. They are competitive. Their outfit is the best. They assume responsibility willingly. They give their Sailors responsibility. They pass the word. They create team spirit.

Good petty officers put their hearts and souls into their work. They radiate enthusiasm and spark. They know the Navy. They know their rates, and they genuinely appreciate what they know.

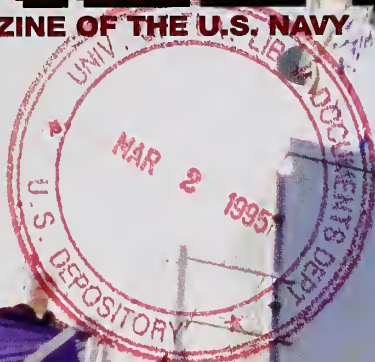
Good petty officers recognize that success comes from the effort of a larger number of people, not just one or two. The whole organization has to function well, not just a few members.

—ADM Arleigh Burke

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ALL HANDS

MAGAZINE OF THE U.S. NAVY



FEBRUARY

359.05

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A416

Any day in the Navy

May 18, 1995, is just like any other Navy day, but we want you to photograph it.

Both amateur and professional civilian and military photographers are asked to record what's happening on their ships or installations on May 18, 1995, for a special photo feature to appear in the October edition of *All Hands* magazine.

We need photos that tell a story and capture the faces of Sailors, Marines, families and Navy employees. We're looking for imagination and creativity. Shoot what is unique to your ship or installation, something you may see every day but others may never get the opportunity to experience. We're looking for the best photos from the field, for a worldwide representation of what makes the Navy what it is.

Be creative. Use different lenses — wide angle and telephoto — to give an ordinary photo a fresh look. Shoot from different angles and don't be afraid to bend those knees. Experiment with silhouettes and time-exposed shots.

Accept the challenge! Photos must be shot in the 24-hour period of May 18. Submit processed color slides or 5 x 7 or 8 x 10 color or black and white prints. Photos should be printed for magazine quality.

ALL HANDS
MAGAZINE OF THE U.S. NAVY

See Your Photograph Here

OCTOBER
1995

Submissions must include full credit and outline information. This includes full name, rank and duty station of the photographer; the names and hometowns of identifiable people in the photos; details on what's happening in the photos; and where the photos were taken. Captions must be attached individually to each photo or slide. Photos must be processed and received by *All Hands* by June 19, 1995. Photos will not be returned.

Our mailing address is: Naval Media Center, Publishing Division, ATTN: *All Hands*, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St. S.W., Washington, D.C. 20374-5080. Questions may be addressed to PH1 Dolores Anglin at DSN 288-4209 or (202) 433-4209.



Photo copy this form and attach a completed copy to each photo you submit.

Photographer:

Full name: _____

Rank: _____

Duty station (including mailing address and phone number): _____

Photograph: _____

Caption (what the photo depicts): _____

People in the photo (include first and last names, ranks/ratings, warfare designators and hometowns):



Groton provides sub support

MRFN Dennis A. Kermeen, of Lowell, Mich., repairs a 4-way wrench for USS *Trepang* (SSN 674) at the machine repair shop in Groton, Conn. (See story Page 26.)



SAFETY

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- 6 Proper lifting prevents back pain
- 7 Killer tomatoes



OPERATIONS

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On the Covers

Front cover: "Plankowners" of USS *Chief* (MCM 14) man the rail as the ship comes alive during its commissioning ceremony at Naval Amphibious Base, Little Creek, Va. See story on Page 8. (Photo by PHC(SW) Rick Toppings)

Back cover: TM2(SS) Lorne V. Miller of Hampton, Va., maintains operational readiness of the weapons systems aboard USS *Newport News* (SSN 750). (Photo by JO1 Ron Schafer)



Charthouse

CAREER

FY95 VSI/SSB clarified

If you're separating under the Voluntary Separation Incentive (VSI) or Special Separation Benefit (SSB)



program, you should consider all options when planning your future.

Officers and enlisted who find DoD employment within 180 days of their active-duty separation date under VSI or SSB, are now required to forfeit all VSI/SSB incentives. Members who have already been approved for VSI/SSB separation and no longer wish to separate under the program because of this change may request that BUPERS cancel the separation approval. Members already separated may petition the Board for Corrections of Naval Records for relief.

This change to the VSI/SSB program took effect Oct. 1, 1994, when the FY95 Appropriations Bill became law. NAVADMIN 203/94 provides additional information.

New SRB program simplifies requests

The Bureau of Naval Personnel (BUPERS) is testing a PC-based computer program that helps command career counselors submit error-free requests, in an effort to improve and automate the selective reenlistment bonus (SRB) pre-certification process.

The SRB is an incentive pay

designed to improve manning in critical skills, but program rules are complex and their application is time-consuming and requires extensive input. The new program is interactive and allows flexibility by putting the user in full control of the process. The program, called Selective Reenlistment Bonus Computation (SRB-COMP) System, will be available on a floppy disk for use on personal computers.

Under the program, data are organized automatically to verify eligibility for SRB and to compute the entitlement. Then a message is created for release to BUPERS.

The new system is being tested in selected commands and should be ready for full fleet distribution soon. More information is available from BUPERS Bonus Programs and Incentives Branch at DSN 224-5636 or (703) 614-5636.

Maternity clothing allowance increases

The Navy has increased the maternity clothing allowance to \$207 from \$77.75 to improve pregnant Sailors' quality of life.

The change covers the costs for two sets of service dress uniforms, including blouses, skirts, slacks and long sleeve white shirts, as well as two sets of dungaree pants and long sleeve chambray shirts.



The increase reflects a substantial adjustment in the previous rate set in 1981, and aligns the Navy with the other services in inventory and allowance amount.

The new payment

is retroactive to Oct. 1, 1994. More information is available from local disbursing offices.

Aviation continuation pay offered to some pilots

The Navy is offering aviation continuation pay (ACP) to selected aviation communities to ensure they retain enough pilots in the future.

To be eligible, officers must be qualified for operational flying duty in pay grades below commander and entitled to aviation career incentive pay. In addition, officers must hold a regular commission or be selected for



augmentation to the regular Navy and must remain on active duty to complete 14 years of commissioned service.

Officers eligible for the aviation bonus include pilots in the VFA (F/A-18), VAQ (EA-6), VS (S-3), VQ (E-6A and ES-3A) and VAW (E-2) communities. Naval flight officers are not eligible for the program.

If qualified, pilots can earn up to \$12,000 per year. More information is available in NAVADMIN 213/94.



FINANCE

Florida vehicle impact fee declared unconstitutional

The Florida Supreme Court has declared as unconstitutional, and has ordered refunds for a \$295 impact fee that has been charged to persons relocating and registering their vehicles in Florida.

The fee began in 1990 when the Florida legislature passed an act imposing a \$295 impact fee on cars purchased or titled in other states which were then registered in Florida. The court held the impact fee violates the commerce clause of the U.S. Constitution and ordered "a full refund to all who have paid this illegal tax."

Additional information will be provided after the application procedure for a refund is determined.

Airlines care, offer ticket refunds to deployed troops

Most commercial airlines are allowing refunds of tickets purchased by military personnel whose travel was canceled as a result of recent deployments to Haiti and the Persian Gulf region, according to the Army's Military Transportation Management Command. In a policy similar to that offered during Operation *Desert Storm*, most airlines are waiving change and refund penalties so service members may reschedule



their travel plans or return unused tickets without paying a fee.

Travelers should contact their transportation office or commercial travel office for more information on procedures and restrictions established by individual airlines.

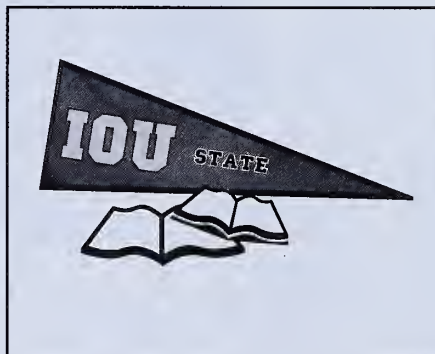
EDUCATION

Scholarships available for family members

Family members of active-duty personnel who have graduated from high school within the last four years are eligible to apply for the Budweiser/United Services Organization (USO) Scholarship Program, sponsored by World USO and Anheuser-Busch Companies, Inc.

Fifteen \$1,000 scholarships are awarded to college-bound students based on scholastic records, test scores and extracurricular activities. Applicants must also submit a narrative describing how living in the military environment has contributed to their personal development. The scholarship program is made possible through an endowment to USO by Anheuser-Busch Companies.

Applications are available through USO and must be completed and returned to USO World Headquarters by March 1, 1995. Spouses are encouraged to apply. Scholarships are awarded by members of the Budweiser/USO Scholarship Selection Committee. Recipients will be announced in



May 1995. For an application and details about the Budweiser/USO Scholarship Program, contact your local USO, or write: USO World Headquarters, Budweiser/USO Scholarship Program, 601 Indiana Ave., N.W., Washington, D.C., 20004.

Student loans offered by Retired Officers Association

During the 1994-95 school year, 800 students received \$2,000 interest-free loans from The Retired Officers Association (TROA) Educational Assistance Program. These loans are awarded annually for up to five years of undergraduate study to unmarried students, under the age of 24, who are dependent children of active, reserve and retired service personnel and their surviving spouses.

The competition for these loans is keen since students can obtain up to \$10,000 of interest-free support for five years of study with loan repayment after graduation.

Applications for the 1995-96 school year should be requested before Feb. 15, 1995, and the completed application must be postmarked on or before March 1. For applications and more information, write to TROA Educational Assistance Program Administrator (09D), 201 N. Washington St., Alexandria, Va., 22314-2539 or call 1-800-245-8762, ext. 169. †

On the road to recovery

Corpsmen do their part for patient care

Story and photos by JO2(AW) Michael R. Hart

It doesn't matter whether you're seeking a mild pain killer or relief from killer pain. When you come to the National Naval Medical Center (NNMC), Bethesda, Md., for treatment, it's a safe bet a hospital corpsman will be part of your recovery — an important guide on your route back to good health.

Take Hospital Corpsman 2nd Class Novelito S. Arbas, for example. It's an early Friday morning and Arbas, one of more than 1,000 corpsmen at NNMC, hastily organizes his work space for the day.

After arriving at NNMC, one of the largest hospitals in the Navy, he doesn't have time for a jump-start of three or four cups of coffee. He doesn't have time to collect his thoughts and ease into his work. Arbas does all these things before he gets to work.

As a pharmacy technician, the Republic of the Philippines, native prepares IVs for the hundreds of patients at the hospital. "I prepare intravenous medications, antibiotics and foods," said Arbas. "I also prepare compound items," where two or more medications are mixed to make a specific medication.

Stationed at the hospital for two years, Arbas has prepared countless IVs and understands the tremendous responsibility he has helping patients regain their health. "When someone gets better, you feel a great satisfaction," he said before measuring another dose of medication. "Sometime in my life, I'll be the patient. I want my shipmates to take the same care with the medicine as I do."

To the casual observer the pharmacy looks chaotic, but it's quite organized. Corpsmen at the customer service window take prescriptions and enter them into computers while others stand in assembly-line fashion filling "script" after script, as prescriptions are commonly known.

With thousands of scripts filled every day, the stress level is enough to make the calmest person lose a hair or two. But Arbas, a fellow who keeps his cool, handles it diplomatically.



▲ HM2 Novelito S. Arbas prepares a total parenteral nutrition IV, which ensures patients have proper nutrition even though they can't eat solid food.

▲ ▲ HM3 Salvatore Turco helps patient HN Dawn Price with different drills to help improve her balance and coordination.



"I tell myself it could be worse," he said with a laugh. "I know my job is important, and it has to be done. Somebody's got to do it," he emphasized.

Elsewhere in this vast hospital, HM3 Donald E. Mitchell works in the physical therapy department. "As a physical therapy technician I help rehabilitate different types of patients — from post operations, to patients with any type of muscular deficiency," said Mitchell, a Miami native.

Building muscles and strength is a physical therapist's business, and when a patient recovers, the feeling of achievement is overwhelming, according to Mitchell. "Seeing our patients work their way back to health is pretty rewarding. You see them walk in two or three months after their rehab and you say to yourself, 'Whoa.'"

Don't think Mitchell and his colleagues make the road to recovery easy for their patients. "They're tough, no sympathy at all," said Emily S. Murray, a physical therapy patient. The Silver Spring, Md., native came in a day or two after ankle surgery looking for a little sympathy. "I told them about my surgery and they said, 'That's fine, let's go to work.' They challenge you," she said, grateful for their work ethic.

Hard work helped another patient, HN Dawn Price of San Diego, improve her coordination and balance. As a fellow corpsman, Price knows these corpsmen make the difference

for numerous patients. "Even so, they make you feel like you're their only one," she said.

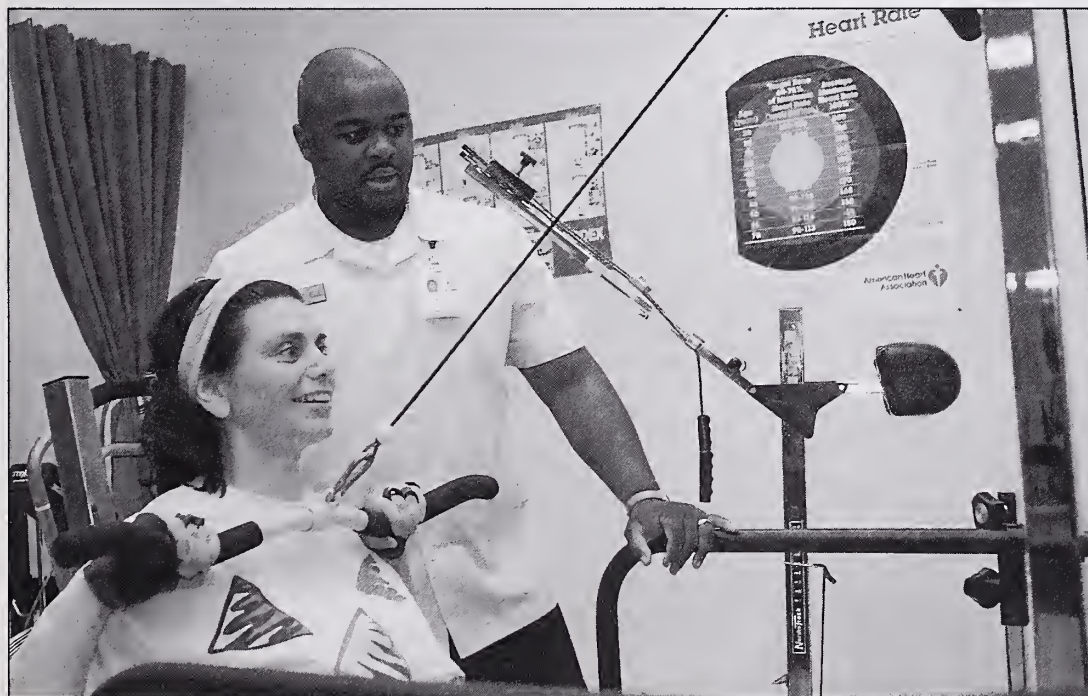
"I'm honored that people trust me to help my patients and that patients trust me to know my job."

— HM3 Salvatore Turco

HM3 Salvatore Turco has been working with Price since she arrived at the hospital. Turco is a physical therapy technician student at the Naval School of Health Sciences, Bethesda. "When she first came here her spasms were so bad she couldn't stand upright. But she's standing straight up now, and that's a major accomplishment," said Turco, who is finishing the clinical phase of his school.

"Little things like that make this job so important," he said. "The training I'm receiving now is preparing me to handle the huge responsibility of helping patients. I'm honored that people trust me to help my patients and that patients trust me to know my job."

Hart is a staff writer for All Hands.



▲ HM3 Donald E. Mitchell, a physical therapy technician, makes sure Emily S. Murray uses the proper technique as she tries a weight machine to build her upper body strength.



▲ Corpsmen fill thousands of prescriptions daily at the NMMC pharmacy.

Oh, my aching back!

Back injuries are the most frequently reported job-related injuries. Damage often occurs from lifting or carrying something. However, pushing, pulling and shoving can also cause unexpected pain. Here are some situations which can put too much stress on the back:

- * Lifting from the floor or twisting while lifting;
- * Pushing or pulling heavy objects;
- * Bending while moving objects.

To lessen the risk — when possible — modify the object

to make movement easier. Handholds allow using a power grip to make carrying more efficient. In a power grip, the object is clasped between the flexed fingers. This technique uses less muscle force than a pinch grip, in which the hands cannot be placed entirely around the object.

Avoid lifting or carrying large, unwieldy or heavy objects. Where feasible, split large loads into smaller ones. If that's not possible, use a hoist, a lift or a hand truck. When mechanical means cannot be used, ask a shipmate for help! ⚓

LIFT THINGS SAFELY

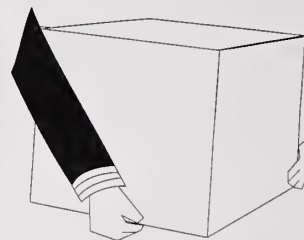
- 1 STAND CLOSE**
to the object. Have
firm footing.



- 2 SQUAT DOWN**
--straddle the load
somewhat. Keep back
straight; bend knees.



- 3 GRASP**
object firmly;
be sure grip
won't slip.



- 4 LIFT WITH LEGS**
--slowly straighten
them. After legs are
straight, bring back
to vertical position.



- 5 HOLD**
object firmly,
close to body.



**Lift smoothly.
Avoid jerky
motions. Turn
with feet
instead of
twisting back.**

BRH/Adams

Attack of the KILLER TOMATOES



Story by LT Rich Fawcett

Vegetables are supposed to be good for you. However, fresh fruits and vegetables have their nasty side, especially when taken for granted.

USS *Dubuque* (LPD 8) took on stores while pierside at Chuk Samet, Thailand, during exercise *Cobra Gold* '94. Fresh fruits and vegetables (FFVs) were ordered and received from a local vendor. As fruits and vegetables are considered harmless items, the boxes of FFVs were immediately stored in the ship's refrigerators on the sixth deck.

The next day, while checking the temperatures of the reefers, Mess Management Specialist 2nd Class Aron Pruett had difficulty breathing. Following established procedures, Pruett immediately cleared the spaces of all personnel and secured the reefers. Pruett notified Chief Machinist's Mate Raymond Howe, chief petty officer in charge of the reefers, who notified LTJG Robert Kennedy, the damage control assistant.

After a brief discussion with Howe, Kennedy and Damage Controlman 2nd Class William Komula put on oxygen breathing apparatus (OBAs), obtained gas-free engineering equipment and found the CO₂ level within

both reefers far exceeded the safety limit. Kennedy ordered the ship's toxic gas bill to be enacted and declared the spaces unsafe for habitation.

After the area was vented and emergency evacuation procedures were briefed, DC2 Timothy Brown, DC3 Jason Jackson and members of the at-sea flying squad donned OBAs and entered the space in an effort to determine the source of the CO₂. It was quickly discovered that the "harmless" FFVs were packed in dry ice. (Dry ice is frozen carbon dioxide.)

The dry ice, layered in the boxes of FFVs, was melting and releasing CO₂ into the air. The at-sea flying squad spent two hours removing the dry ice from the boxes of FFVs. Ventilation was continued until the atmosphere was certified safe for personnel.

Bravo Zulu to MS2 Pruett for recognizing a potentially hazardous situation and taking prompt actions to minimize the danger to the crew. His actions no doubt saved the lives of his fellow crew members. An additional Bravo Zulu to LTJG Kennedy and the at-sea flying squad for their actions during this incident.

Their efforts in identifying the source of the CO₂ and the subsequent removal of the hazard are proof of the effectiveness of shipboard damage control training. ‡

Fawcett is assigned to USS Dubuque (LPD 8) and provided this story via message.



USS *Chief* joins the fleet

Story by JO1 James B. Kohler,
photos by JOC(SW) Rick Toppings

Heavy weather threatened to dampen the heads and spirits of the spectators gathered for USS *Chief's* (MCM 14) recent commissioning ceremony at Naval Amphibious Base, Little Creek, Va. But, this wasn't just any commissioning, *Chief* was joining the Navy. Suddenly, the wind died down, and the clouds disappeared as the sun came out to brighten a perfect day to commission a ship. More than 4,000 people watched as USS *Chief*, an *Avenger*-class minesweeper, officially begin its Navy career.

"It was named *Chief* in honor of the chief petty officers," said former Master Chief Petty Officer of the Navy (MCPON) and chairman of the commissioning committee, Bob Walker. Guest speakers at the ceremony included previous MCPONs and the current MCPON, ETCM(SW) John Hagan.

Chief, built by Peterson Builders, Inc., Sturgeon Bay, Wis., provides enhanced mine-hunting, minesweeping and mine-neutralization capabilities using advanced hull designs and state-of-the-art combat systems.

A Navy minecraft named *Chief* (AM 315), served in World War II and Korea. It was decommissioned in 1972 and transferred to the Mexican Navy, where it still serves today.

At the new *Chief's* commissioning, the ship's namesakes played an active role. There was a chief petty officer color guard, CPO ushers and an all-CPO Navy Band. "With so many chief's here today, I can't help but wonder, who's running the Navy?" said LCDR Thomas J. Schauder, officer-in-charge and supervisor of shipbuilding, Detachment Sturgeon Bay. ⚓

Kohler is assigned to Naval Station Ingleside, Texas. Toppings is assigned to the Navy Office of Information Photo Division.



Photo by PH2 Erin Walters





◀ ▼ Dress blues, full medals and several hundred years of gold adorn fleet and force master chiefs who stood as sideboys during USS *Chief's* commissioning ceremony.

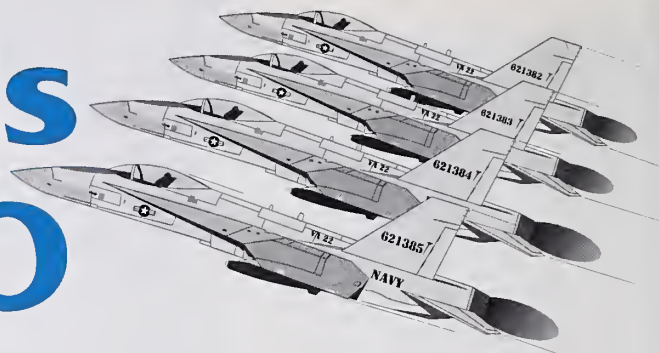


◀ Red, white and blue bunting decorates USS *Chief* (MCM 14) while its plankowners man the rail.

◀ ◀ A 52-member Navy Band composed of volunteer chief petty officers from throughout the Navy performed during USS *Chief's* commissioning ceremony.

Blue Angels get new CO

Story by JO1 Robert Pailthorpe



CDR Donnie L. Cochran recently took command of the U.S. Navy's Flight Demonstration Squadron the Blue Angels in a ceremony at the National Museum of Naval Aviation, Naval Air Station, Pensacola, Fla.

Cochran, a native of Pelham, Ga., who flew with the Blue Angels from 1986 to 1988, is the squadron's first African-American commanding officer and flight leader. He will fly the team's number one jet.

Cochran said he was elated when he was informed

about his selection. "At first my knees buckled and I felt a tremendous rush, along with a feeling of pride and excitement," he explained. "To command the Blue Angels, is the most prestigious job in the Navy as far as I'm concerned."

The 1976 graduate of Savannah State College, Savannah, Ga., reported from the San Diego-based "Sun Downers" of Fighter Squadron 111 where he was commanding officer.

The Blue Angels are currently undergoing winter training at Naval Air Station El Centro, Calif., which began in January and ends in mid-March.

Cochran, who will lead the team through its 1995 and 1996 seasons, also spoke of his future vision for the Blue Angels. "We must never forget what the Blue Angels represent. Our standards and integrity must always be of the highest caliber, because the demands of our mission require nothing less."

Pailthorpe is assigned to the Blue Angels' public affairs office.

◀ CDR Donnie Cochran, commanding officer of the Blue Angels, said he looks forward to the possibility of having the first woman pilot apply for and be accepted into the Blue Angels during his tour.



Photo by PH2 Jay Cornelius

Forward from the Sea 1945:

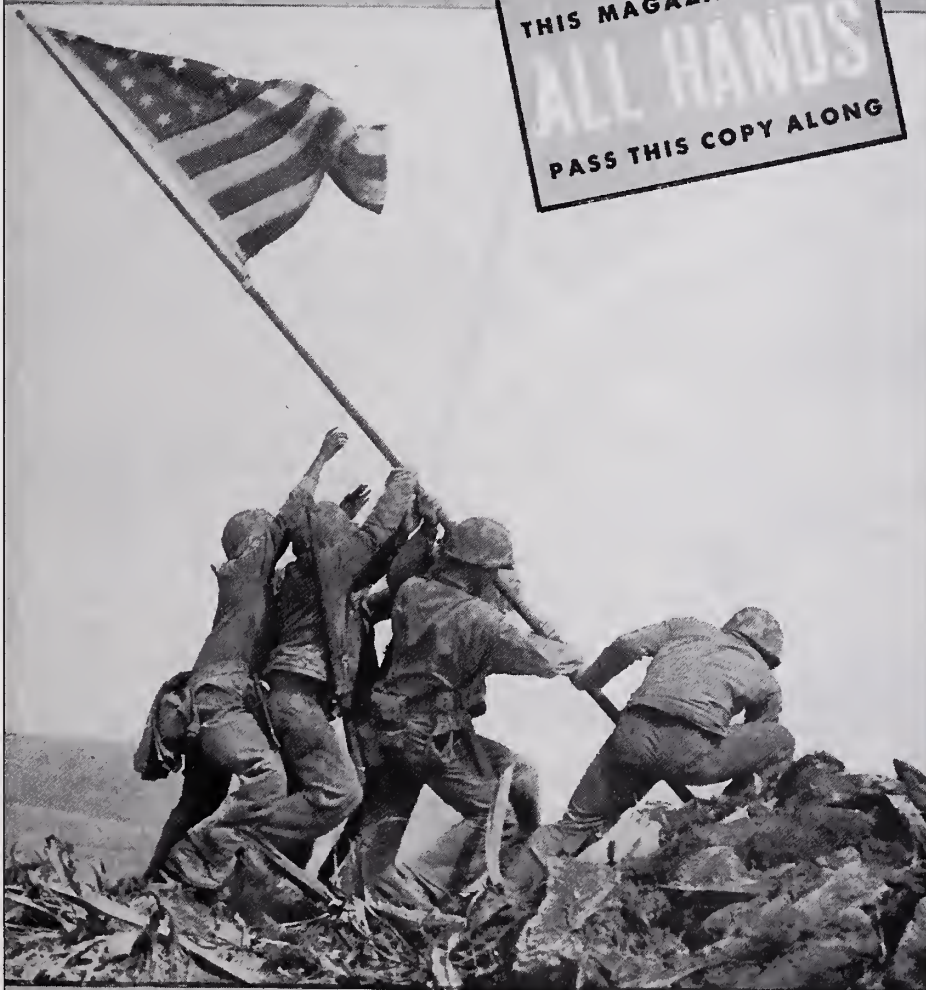
Iwo Jima

BUREAU OF NAVAL PERSONNEL *INFORMATION BULLETIN*

APRIL 1945

NAVPERS-0

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ALL HANDS
PASS THIS COPY ALONG



IWO: D-PLUS-FOUR

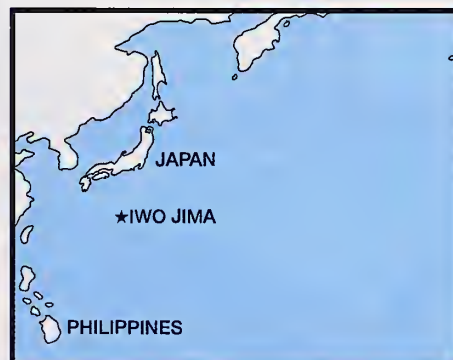
Fifty years ago, when our parents and grandparents were still in school, the United States was fighting a war, island by island, against the Japanese empire. The war in Europe was nearing its end-game, but in the Pacific, while the tides of war were turning against the Japanese, the struggle and its outcome were far from certain.

As U.S. forces advanced westward, the island of Iwo Jima loomed large in the plans of ADM Chester Nimitz, Commander-in-Chief of the Pacific Fleet. Iwo Jima's importance lay in its location, midway between Japan and American bomber bases in the Marianas.

Since the summer of 1944, the Japanese home islands had been reeling from air strikes by the new, long-range B-29s.

However, the United States had no protective fighters with enough range to support the big superfortresses. Many bombers fell prey to Japanese fighter-interceptor attacks.

Iwo Jima, with its three air-fields, was ideally located as a



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April 1945

OPERATIONS

fighter-escort station. It was also an ideal sanctuary for crippled bombers returning from Japan.

Also, the fact that Iwo Jima was part of the Tokyo Prefecture weighed heavily upon the Japanese. If the island fell, it would be the first part of the traditional Japanese homeland to be captured.

It took three U.S. Marine divisions 36 numbing, bloody days to capture Iwo Jima from its Japanese defenders. The U.S. advance was measured in yards per day.

The commander of Japanese forces defending Iwo Jima knew he was cut off from any hope of resupply or reinforcements once the Marines landed. He also intended for the Marines to fight

and die for every inch of ground. And they did.

After the battle, 27 men were awarded the Medal of Honor, the highest number of recipients for any World War II action. Of those 22 Marines and five Sailors, 14 were awarded their medals posthumously.

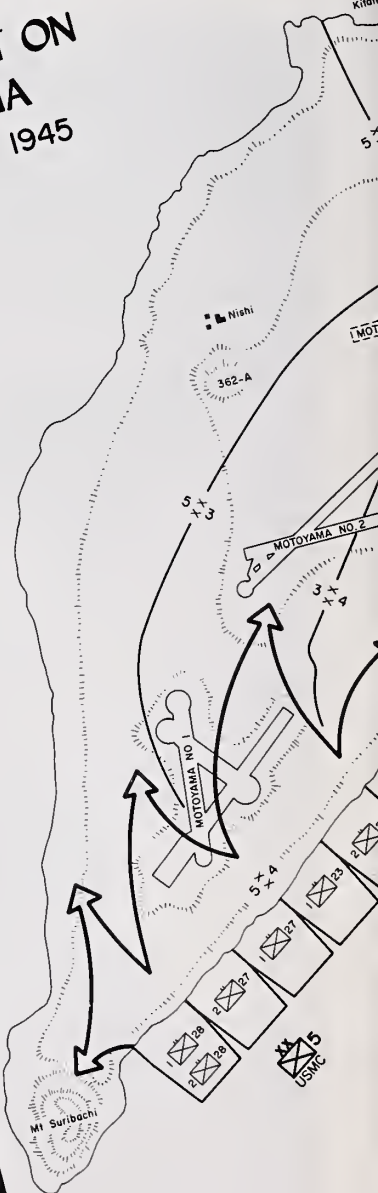
To place the battle for Iwo Jima in context, the following figures are provided comparing the naval forces we committed to the battle with today's naval forces:

75,144 Marines, or 41% of today's Marine Corps, fought on Iwo Jima.



1,522 U.S. aircraft, or 28% of the aircraft in the Navy today, participated in the attack on Iwo Jima.

THE ASSAULT ON IWO JIMA FEBRUARY 1945



“The battle of Iwo Jima has been won. Among the Americans who served on Iwo, uncommon valor was a common virtue.”

***– ADM Chester Nimitz,
CINCPAC Communique
No. 300, March 17, 1945***



Casualties

United States
Wounded: 23,203
Dead: 6,800

Japan
Dead: 21,304
POW: 1,083



650 ships took part in the battle of Iwo Jima.



There are 373 ships in the Navy in 1995.



DEVIL TO PAY

Today the expression “**devil to pay**” usually refers to an unpleasant and impending happening. Originally, this expression referred to the task of caulking the ship’s longest seam.

The “devil” was the longest seam on the wooden ship and caulking was done with “pay” or pitch. This grueling task of “paying the devil” was despised by every seaman and the expression came to be used for any unpleasant task.



CARRY ON

In the days of sail, the officer of the deck remained alert to the slightest wind change so the sails could be reefed or added as necessary ensuring the fastest headway. Whenever a good breeze came along, the order to “**carry on**” was given. It meant to hoist every bit of canvas the yards could carry.

Through the centuries the term’s connotation has changed somewhat. Today, the *Bluejacket’s Manual* defines “**carry on**” as an order to resume work; work not so grueling as that of two centuries ago.

UNDER FOOT

Putting a sailing ship through its paces called for some pretty complicated evolutions. The long forgotten names of these evolutions were interesting in themselves. *Chapelling the ship, box hauling, scandalizing the mizzen, clawing off and clubbing* were a few.

Of these, clubbing was probably the least intricate. Clubbing would occur when the ship’s captain sailed into a rapid and winding river and wished to take the ship downstream to the sea. By clubbing, the captain could control ship movements to remain in the shipping channels rather than allow the ship to drift with the current. It became a matter of partly drifting downstream and partly sailing downstream.

The bow anchor was heaved in until it was “**under foot**,” just touching the bottom but not digging in. In addition to being connected to the ship by the anchor cable (at the bow), the anchor was also connected by a large hawser to the ship’s quarter. At the desired time the anchor cable was paid out and the anchor took hold on the bottom.



A strain was then taken on the hawser running to the quarter. The result was a change in the ship’s heading. With the ship heading in the right direction, sails would be set to take it out to sea.



◀ Lilah Michaels makes brims for Navy white hats at ORC Industries facilities in La Crosse, Wis. Quality standards are posted at work stations to ensure all white hats are made right.



Distinctive white hat tops Sailors' uniforms

Story by CDR E.H. Lundquist

The Navy white hat has been a world-renowned symbol of U.S. Sailors for generations. According to Naval Historian, John Reilly, "The 'dixie-cup' style hat has appeared and reappeared in the Navy as part of the uniform since it was first written into the uniform regulations of 1886."

The hats are worn with pride on the high seas all over the world. But did you know that Navy white hats are made far from any ocean?

ORC Industries of La Crosse, Wis., makes about



▲ Don Jackson cuts the brims for Navy white hats.

▲▲ Gordon Bow inspects white hats before shipment.

3,400 Navy white hats a day. While the cover looks like a simple item, it's difficult to make, according to Randy Stout of ORC.

"Even simple uniform articles must be made to exact specifications," said Stout. "The assembly instructions and specifications for the 'hat, service (white),' are spelled out in a 29-page document."

The Navy Uniform Program provides the patterns and specifications. White hats come in nine sizes from 6 1/2 to 8 1/2. There are 11 parts including the brim; right, left and center crown; sweatband; and two or more pieces of interlining. Even the material used is specific – ORC starts with white cotton twill (shade 3035) weighing 7.2 ounces per square yard with a breaking strength of 95 pounds. And that's just to get started.

Some of the equipment used to make white hats is very sophisticated, like the computerized machines

that make 70 to 75 continuous rows of stitching on the brim.

What's amazing is that this item, with all the work that ORC puts into it, costs only \$4.85 at the Navy Uniform Shop.

"All Navy uniforms are made to last, from the heaviest coats and working uniforms or the fanciest dress ensembles to the white hat," said Becky Adkins, the Navy Uniform Program Manager.

Not only does ORC Industries make great Navy white hats, but approximately 75 percent of its employees are handicapped or otherwise disadvantaged. "These people make Navy hats with a lot of pride," said Barbara Barnard, ORC's president. ‡

Lundquist is the public affairs officer for the Navy Exchange Service Command, Norfolk.



▲ AC3 Matthew Rhea, a native of Texarkana, Texas, aboard USS Enterprise (CVN 65).



▲ SH1 Reginald Atkinson from Wilson, N.C., aboard USS Enterprise (CVN 65).



◀ A Sailor demonstrates the flexibility of the dixie cup prior to stowing it in the back pocket of his dungarees.

▼ AA Darrell T. Blake, a native of New Orleans, and AR Timothy W. Wells of Wilmore, Ky., both stationed at VAW 120, Norfolk, show off their finishing touches on their white hats.



▼ SR Bruce B. Gaines of Dayton, Ohio, aboard *USS Theodore Roosevelt* (CVN 71).

Dixie cup scuttlebutt

"I put it on, twist it down on the sides and put the seam in the back. Of course, when you're working it gets messed up a little. I try to make it look a little different from everybody else's, just to make me look and feel a little better about myself." – AA Aaron T. Holman, *USS Tripoli* (LPH 10)

"I just pinch down the seam around the top when it comes out of the washer, then let it sit and dry. It dries in the shape you left it when it was wet. I also make sure I don't bend it down when I put it on my head so it can stay perfectly round. Once you put it on your head, it just kind of feels like a mold and it's easy to keep like that." – YNSN Douglas A. Dennington, *USS Mount Vernon* (LSD 39)





Ironman '94

Report by JO2 Robert Johnson

Nine Sailors and six Marines were recently involved in a world-renowned event, one that challenged them to physical and mental extremes - the Ironman Triathlon.

The event, consisting of a 2.4 mile swim, a 112 mile bike ride and a 26.2 mile marathon, was conceived by a group of Navy officers stationed on Oahu in 1978.

Fifteen people completed that year. *Sports Illustrated* covered the event and called it "lunatic."

In 1980, ABC's "Wide World of Sports" covered Ironman, bringing it worldwide recognition. The number of competitors grew from 15 to 106.

The race continued to grow in popularity and on Dec. 15, 1994, more than 25,000 people attempted to qualify for the 18-year-old race.

Only the top 1,500 made it. Among those were nine Sailors, six Marines as a team, and six Marines.

"After watching the Ironman last year, I decided this year I was not going to stand until I competed in it," said Navy LT Eric Lange, a 26 year-old stationed at Navy Headquarters for Commander-in-Chief, Pacific, Camp Smith, Hawaii. "For me it's the ultimate goal and the pinnacle of endurance competition."

To train for the race, which takes the average triathlete 11 hours and 20 minutes to complete, Lange exercised 20 to 25 hours per week, translating to six hours of swimming, 12 hours of biking and six hours of running. He said his "favorite" workout consists of a bike ride around Oahu, immediately followed by a nine to 10 mile run.

Navy team captain, PO2 Donald White, said he doesn't worry about missing a workout, because it doesn't happen. "I've been running every day since Dec. 21 last year. If I do miss a workout, I'll make it up later."

LT Scott Reichard of San Diego admits he's driven. "The Ironman tests all aspects of one's constitution, including strength, endurance, discipline, and pain tolerance," he conceded. "The test begins the day you decide to compete in the Ironman because it's nonstop training from that point onward."

Ready to put their endless hours of training to the test, Navy competitors Reichard, Lange and White along with LT Chris Bettis, ENS Stephanie Green, LT John McLauchlin, Chief Petty Officer Alex Nava and CDR George Wallace stood in the pre-morning glow on race day.

A 7 a.m. cannon blast signaled the start of the race. The usual calm aqua-blue sea water of Kailua Bay turned to white suds as the swimmers swam toward the turn-around boat only one-and-a-half miles out.

Ten hours, seven minutes and 140 miles later, White finished, being the first of the Navy and Marine competitors to do so.

**Final times and places for the Navy/
Marine Corps competitors**

Triathlete	City	Time
Navy		
DT2 Donald White	Kailua, Hawaii	10:07
LT John McLauchlin	Pensacola, Fla.	10:36
LT Scott Reichard	San Diego	10:48
LT Erik Lange	Kailua, Hawaii	10:51
LT Chris Bettis	Honolulu	11:24
CDR George Wallace	San Diego	12:21
ENS Alex Nava	Honolulu	12:33
ENS Stephanie Green	Guam	13:32
Marine Corps		
Maj. Kevin McCoyd	Belton, Mo.	10:25
Sgt. Rick Jones	Kailua, Hawaii	10:56
Lt.Col. Gil Loomis	Kailua, Hawaii	11:47
1st Lt. Karl Williams	Camp Lejeune, N.C.	12:25
Col. Robby Cahill	Camp Lejeune, N.C.	13:19
1st Lt. Karen Becker	San Diego	11:24

Benson is assigned to Naval Base, Pearl Harbor.



Starship Enterprise comes alive aboard namesake

Story and photo by JO1(SW/AW) Randy Navaroli

Nearly \$30,000 in "Star Trek" memorabilia found a new home on board USS *Enterprise* (CVN 65) when Paramount Studio producers, Star Trek actors and fans gathered in Norfolk, for a national Star Trek convention.

The October convention used the aircraft carrier as its centerpiece and coincided with "Big E's" return to sea following a four-year overhaul and refueling.

In July 1992, a group of Star Trek fans formed a non-profit organization, dubbed Operation *Trek Rec Deck*, to give *Enterprise* Sailors the Star Trek memorabilia for display in the commanding officer's cabin, senior officers' lounge, fore and aft mess decks and in a shipboard game room.

Among the display items are a Star Trek group photo autographed by the entire original cast, a pewter Star Trek "Enterprise" model by the Franklin Mint, a 14-piece china set embossed with the starship Enterprise logo, 96 hand-held video games and a complete library of Star Trek books. Anne Marie Kitz, organizer of Operation *Trek Rec Deck*, said she

also expects to receive the bridge steering wheel used in the movie "Star Trek V."

"That's something a 'trekkie' would kill for," said Kitz, only half-jokingly.

Hard-core trekkies will fork over whatever it takes to obtain a rare item of memorabilia, whether it comes from the starship Enterprise or the ocean-bound *Enterprise*. *Enterprise* Sailors sold items from the ship's store at the convention site and aboard Enterprise to hundreds of Trekkies who toured the ship. They raised more than \$10,000 for Morale, Welfare and Recreation.

"We love the Navy and USS *Enterprise*," said Kitz. "The people who toured the ship said it was the high point of the convention. At one point there were so many people visiting the ship that the hotel was empty, making the convention look like a bust."

It was anything but a bust. Among the convention's VIP guests were James Doohan, best remembered as "Scotty," the chief engineer aboard the original starship Enterprise, Terry Farrell who plays LT Dax on "Star Trek: Deep Space Nine" and Michael O'Hare who until recently played CDR Sinclair on "Babylon 5." Doohan, Farrell, O'Hare and the other show biz types associated with the Star Trek series were treated to a private tour of the carrier. Afterwards they conducted a closed autograph session for crew members.

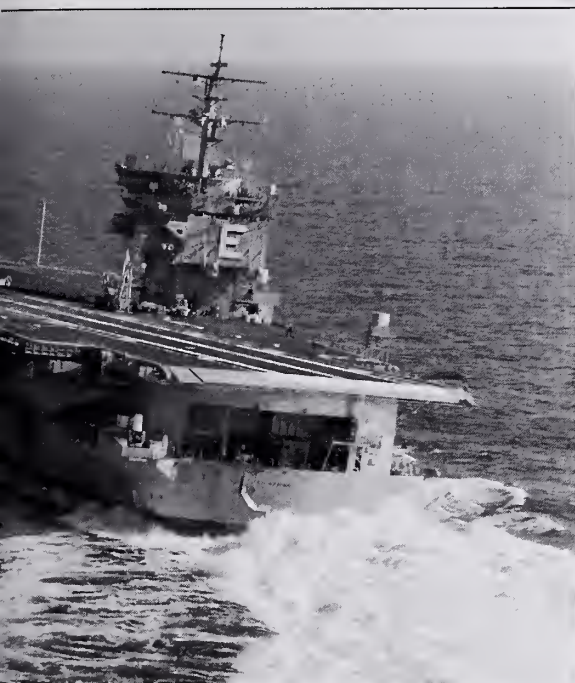
"The ship looks great," Doohan said. "It's a great ship with a great history. We're all very proud of the Sailors who [are assigned to it]."

Enterprise pulled into Newport News Shipbuilding in October 1990 at the end of a 43,000-mile around-the-globe trek that began in its former home port of Alameda, Calif. What lay ahead was four years of intensive hard work. (See box)

Last September, the ship and crew got under way for sea trials and successfully completed a series of rigorous shipboard drills and re-earned flight deck certification.



James Doohan, Scotty on the original Star Trek series, autographs a publicity photo for BM2 Erik Gonzales of Gallup, N.M.



USS *Enterprise* under way for the first time in nearly four years.

Overhaul facts and figures

- Shipyard personnel working on Enterprise: 4000
- Enterprise Sailors: 3500 (Crew expended 1.5 million hours on overhaul)
- Major overhaul accomplishments:
 - * Refueled eight nuclear reactors
 - * Replaced nearly 100 miles of electrical cable
 - * Installed Nimitz-class combat systems suite
 - * Lagged 1,200 spaces
 - * Overhauled 3,500 spaces, including 750 voids
 - * Replaced or overhauled 800 pieces of electronic equipment
 - * Replaced nearly 1,000 feet of catwalk
 - * Overhauled all four aircraft elevators

"No one else expected us to do this well after four years in the yards," said Senior Chief Aviation Boatswain's Mate Terry Hensley, the flight deck leading chief petty officer. "We went out there and surprised everyone but ourselves." †

Navaroli is a photojournalist for All Hands

FEBRUARY 1995



ABEAR James Gallo of Philadelphia, gets an autograph from Michael O'Hare aboard USS *Enterprise* (CVN 65).

TV star salutes Sailors

Story and photo by JO1(SW/AW) Randy Navaroli

LT Ray O'Hare is a hotshot F-14 Tomcat backseater and Harvard University graduate. His brother, CDR Mark O'Hare, is a Naval Academy grad who's helping build the Navy's newest aircraft carrier. That's nothing, though. The pair's older brother, Michael O'Hare, once was captain of an inter-galactic, five-mile long spaceship.

The eldest O'Hare, a star on screen and stage, is better known as CDR Sinclair on the hit sci-fi television series "Babylon 5." Recently on the show, he was abruptly ordered to return to earth, replaced by Bruce Boxleitner as Babylon 5's commanding officer. However, he will continue appearing as an ambassador to a hostile planet in a distant galaxy. "I'm not dead," said O'Hare. "I'm just going on to another journey within Babylon 5. I'm transferring, like in the Navy."

O'Hare toyed with the idea of joining the Navy after high school. A high school football star, he was offered many scholarships, including one at the Naval Academy. He turned it down to pursue his dreams on Broadway. By O'Hare's own account, his fame and fortune pale in comparison to the pride he feels for his siblings.

"My brothers, and all Sailors in general, are people of great honor and integrity," said O'Hare. "I think they should be making more money than I make, or than doctors and lawyers make."

O'Hare draws upon his military knowledge to enhance his acting skills. He played Marine Lt. Col. Jessup in the Broadway version of "A Few Good Men." As the skipper in "Babylon 5," he infused his character with dignity.

"I tried to show what a real CO is like," said O'Hare, "not the glitzy TV version. My character believes in honor and in a code of conduct. I try to let that come out in my performance."

While much is written about a shallow Tinseltown lacking honor and integrity, O'Hare is one actor who places importance on both. He admires the men and women who serve the country and isn't afraid to say why.

Some people "in my business are anti-military and it's born of ignorance," he said. "I'm behind the military. We, as public figures, have a responsibility to speak for and support those who aren't heard, like Sailors who work very hard, but earn very little money and get even less public recognition." †

Navaroli is a photojournalist for All Hands

San Francisco Fleet Week '94

Story by JO1 Eugene Fleming and
JO1 Barbara Lawless

Watching two F/A-18 *Hornets* catapult from the deck of a Navy aircraft carrier in the shadow of the Golden Gate Bridge was indeed an awesome sight for the citizens of San Francisco. It was the first time a carrier had ever launched jet aircraft while on an inland waterway.

USS *Abraham Lincoln* (CVN 72), responsible for the exciting launch, was in the area to kick off San Francisco's 14th annual Fleet Week Celebration.

USS *Abraham Lincoln* (CVN 72) launches F/A-18s during Fleet Week '94.

➤ Visitors flood *Abraham Lincoln* during Open House aboard the carrier



PHAA Tim Juevogl

U.S. Navy photo

The carrier launch rivaled the performance of the Navy's Blue Angel flight demonstration team which followed. Spectators oohed and aaahed to the sights and sounds of F-14 *Tomcats* streaking over the San Francisco skyline. The blue and gold jets were put through their paces for two days of air shows, and the city and visiting ships opened their doors to each other for tours and open houses.

Many residents look forward to Fleet Week, an annual celebration put on by the city to honor the men and women of the U.S. Navy. "We try to get out every year," said John Mandragon, a Hayward, Calif., resident, accompanied by his wife.

More than 6,000 U.S. Sailors, Marines and sailors from the visiting Mexican navy descended on one of the world's most coveted liberty ports — San Francisco. From Fisherman's Wharf to the top of the St. Francis Hotel, two of the city's most famous

stops, Sailors and Marines were treated to tours of the city, free food and various bay-side activities.

"They opened everything up to us," said PC1 Gary Overstreet, of USS *Coronado* (AGF 11), as he and his shipmates relaxed and took in San Francisco's famous Fisherman's Wharf.

Residents and tourists gained an understanding of what life is like aboard warships, when they browsed the decks during the ship's open house tours.

OS1 Willie Davenport of Jackson, Miss., a naval reservist on active duty for training (AT), is one of more than 80 reservists who made up a majority of the Fleet Week committee military staff.

"I got off active duty here 22 years ago, and this is my last AT," said Davenport. "Most AT assignments I've been on have been primarily on ships. This year I wanted to try something new," he added.

Local active-duty volunteers and reservists like Davenport make Fleet Week a success. The Naval Reservists not only coordinated ships' visits and interacted with community host committees, they also supported "Host a Sailor" and "Youth Excellence Day" for 5,000 Bay Area students. Members of Naval Reserve Naval Base San Francisco Det. 120 help plan and coordinate Fleet Week each year, including organizing "Day-by-the-Bay" displays and events.

"Reservists have become even more important as the active-duty Navy scales down," said RADM Ernest F. Tedeschi Jr., Commander, Naval Base San Francisco. "They worked hard to make Fleet Week successful. We couldn't do it without them." ⚓

Fleming and Lawless are assigned to Navy Public Affairs Center, San Diego Det. 220, San Francisco.

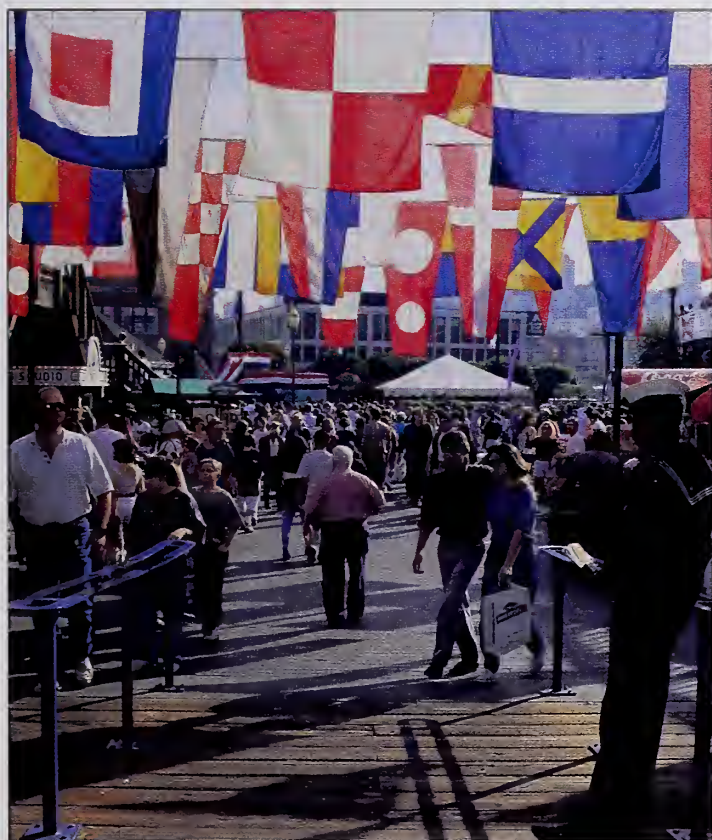


Photo by PHC Tom Howser



Photo by PHC Bill Gazza

▲ USS *Copeland* (FFG 25) reserve Sailors are victorious during a tug-of-war face-off at San Francisco's Moscone Park.

◀ Navy signal flags wave in the breeze along a corridor leading to the Navy Band Pavilion in San Francisco.



▲ Navy Blue Angels streak past the Golden Gate Bridge at the start of Fleet Week '94 festivities. The Blue Angels performed two shows during the week-long event.

► Sailors from the Naval Reserve frigate USS *Copeland* (FFG 25) enjoy a ride down Hyde Street to Fisherman's Wharf on a San Francisco cable car. From left are OSSN Michael Newcomb of Moore, Okla., FC3 Mason Raster from Hogo, Minn., SK2 Robert Splaine of Phoenix, and ET2 David Smith of Boulder, Colo.



Photo by JO1 Al Holston Jr.

U.S. Navy photo



Photo by PHC Tom Howsaver

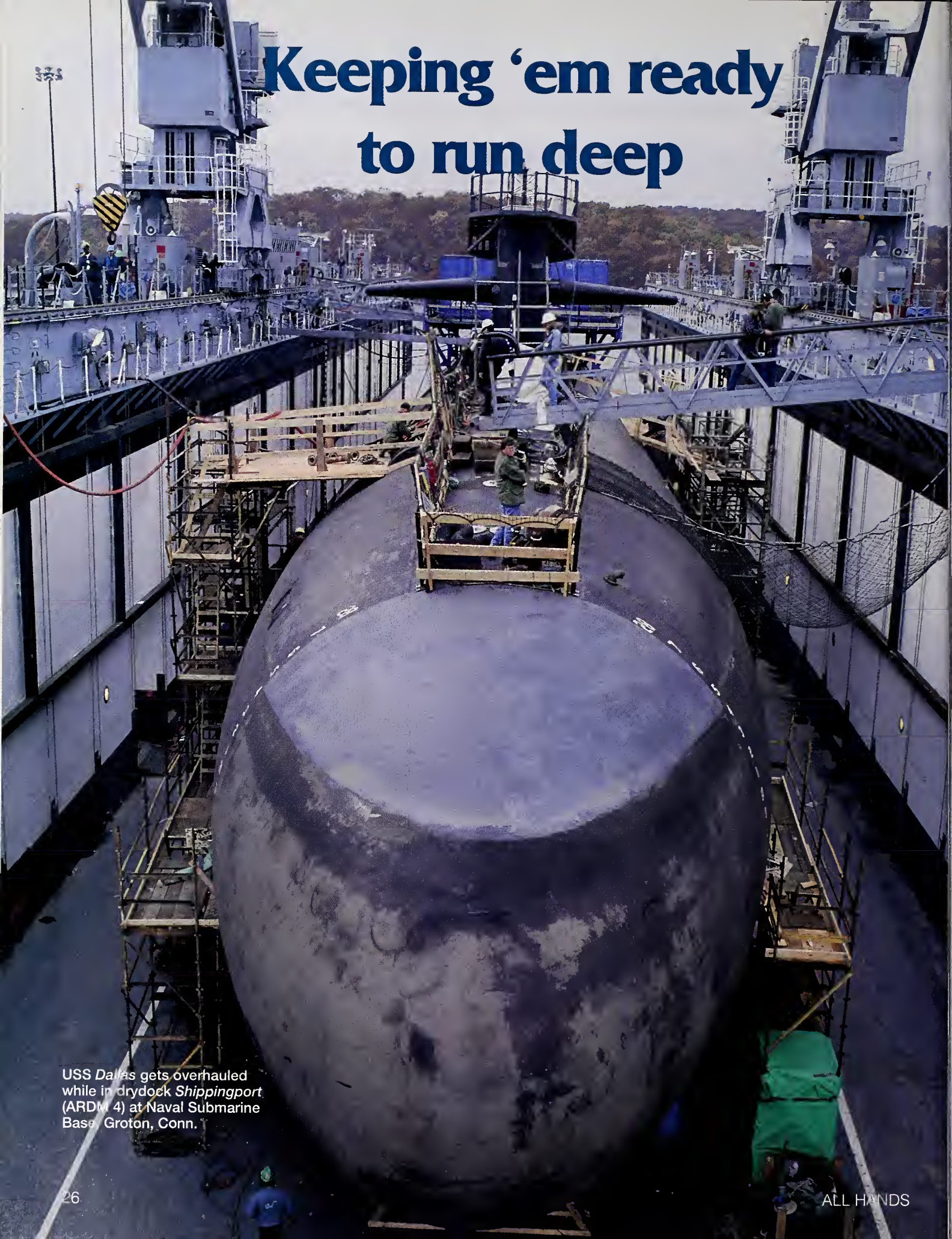
◀ YN3 Robert Overstreet and SH3 Vernon Rowlett of USS *Coronado* (AFG 11) take time out in front of a Fisherman's Wharf restaurant. The *Coronado* was moored at Pier 45 and opened for public tours during the week-long festivities.

▼ USS *Arkansas* (CGN 41) leads the parade of ships kicking off Fleet Week '94.

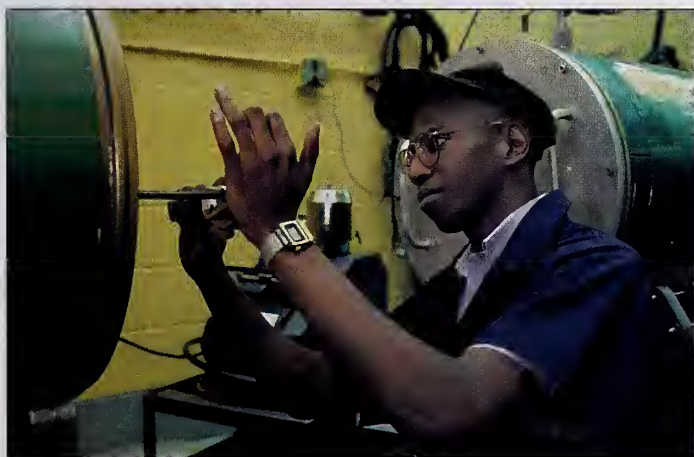


Photo by PH1 Bill Gazza

Keeping 'em ready to run deep

A large, dark-colored submarine is being overhauled in a drydock. The submarine is positioned horizontally, with its conning tower visible at the top. It is surrounded by a complex network of metal walkways, scaffolding, and support structures. Several workers in hard hats and safety gear are visible on the walkways, working on the submarine. The drydock is a large, open structure with a high ceiling and a concrete floor. The background shows a hilly landscape with trees.

USS Dallas gets overhauled while in drydock Shippingport (ARDM 4) at Naval Submarine Base, Groton, Conn.



Story by JO2(AW) Michael R. Hart,
photos by PH1 Dolores Anglin

We've all seen submarines in magazines and movies; mega-sized fighting machines effortlessly slicing through the water. These steel mammoths, famous for their stealth and agility, are continuously on the front lines of our national defense.

But what happens when these complex, multi-million-dollar vessels are not at sea? And how do they perform so well when they are? There are more than 1,300 motivated Sailors at Naval Submarine Support Facility (NSSF), New London, Conn., who can answer those questions. They're responsible for keeping more than 20 of these attack boats ready along with a few surface ships, to hit the high seas at a moment's notice.

NSSF Sailors complete more than 10,000 maintenance jobs a year. Walking around the command, with its buildings and warehouses scattered throughout Naval Submarine Base, Groton, is like walking through a mini Grand Central Station. Sailors work non-stop, tweaking and

"I accept the challenge ... This job makes me feel like I'm making a contribution."

– MRFN Stephanie J. Kearney

repairing everything from the most intricate pieces of gear to huge motors and towering periscopes. They're welding this to that, that to this, testing weapons systems. ... The list goes on and on.

Some Sailors bring an overwhelming excitement to their work, while others get the job done in a slightly calmer fashion. "It's my job. This is how I earn my living," said Torpedoman's Mate 2nd Class Warren M. Williford of NSSF's weapons division. This humble statement comes from a Sailor whose job is maintaining the MK 48 torpedo. "We break the weapons down and do extensive tests before sending them back to the fleet," said Williford, a native of Quitman, Ga.

Breaking down the torpedoes into different sections [after body, fuel tank, etc.] is tiresome, tedious work, according to TM2(SW) Gregory O. Proctor. "The work is very intense," said the Brandon, Miss., native. "You need to be a go-getter. If not, the work load can be frustrating." Proctor said he deals with the frustrations by continuously pushing himself until the job is done. "I understand my part in the big picture," he said. "I think we're giving strong support to the [submarine] fleet. We don't want to send our shipmates and submarines to the fleet without any weapons systems. We play an important role."

▲ TM2(SW) Gregory O. Proctor of Brandon, Miss., places a gyro control unit into an MK 48 torpedo.

▲▲ OM2 Kenneth Hobbs (I), of Longmont, Colo., and OM1 Michael Kowalik of Albany, N.Y., install an elevating prism in a periscope.

TRAINING

According to Machinery Repairman 3rd Class Bryan W. Morgan, understanding your role is important, but teamwork ranks pretty high, too. "It doesn't matter if you're a senior petty officer or a junior fireman, we're willing to help one another, and there's always somebody who knows more than you," said the Hamilton, Ohio, native. "When I was a fireman, I was machining [repairing parts] better than some of the second [classes] because I had done it before [as a civilian]."

Morgan works in NSSF's machine repair shop repairing or replacing submarine parts. "We can take a raw piece of stock and turn it into a part if needed," said Morgan. "When I complete a part, it's an awesome feeling. I love it."

MRFN Stephanie J. Kearney, assigned to the repair shop for a year, also enjoys her role in supporting the submarine fleet. She quickly recognized the huge responsibility of repairing submarine parts. "I accept the challenge. I'm a perfectionist," said the Mastic, N.Y., native. "This job makes me feel like I'm making a contribution."

The Sailors at NSSF are contributing to the submarine community in many different ways. What binds them together is they're working for the same purpose — keeping submarines ready to run deep. ±

Hart is a staff writer and Anglin is a photojournalist for All Hands.



➤ MRFN Stephanie J. Kearney of Mastic, N.Y., uses a pair of dial vernier calipers to take measurements of a valve cap.

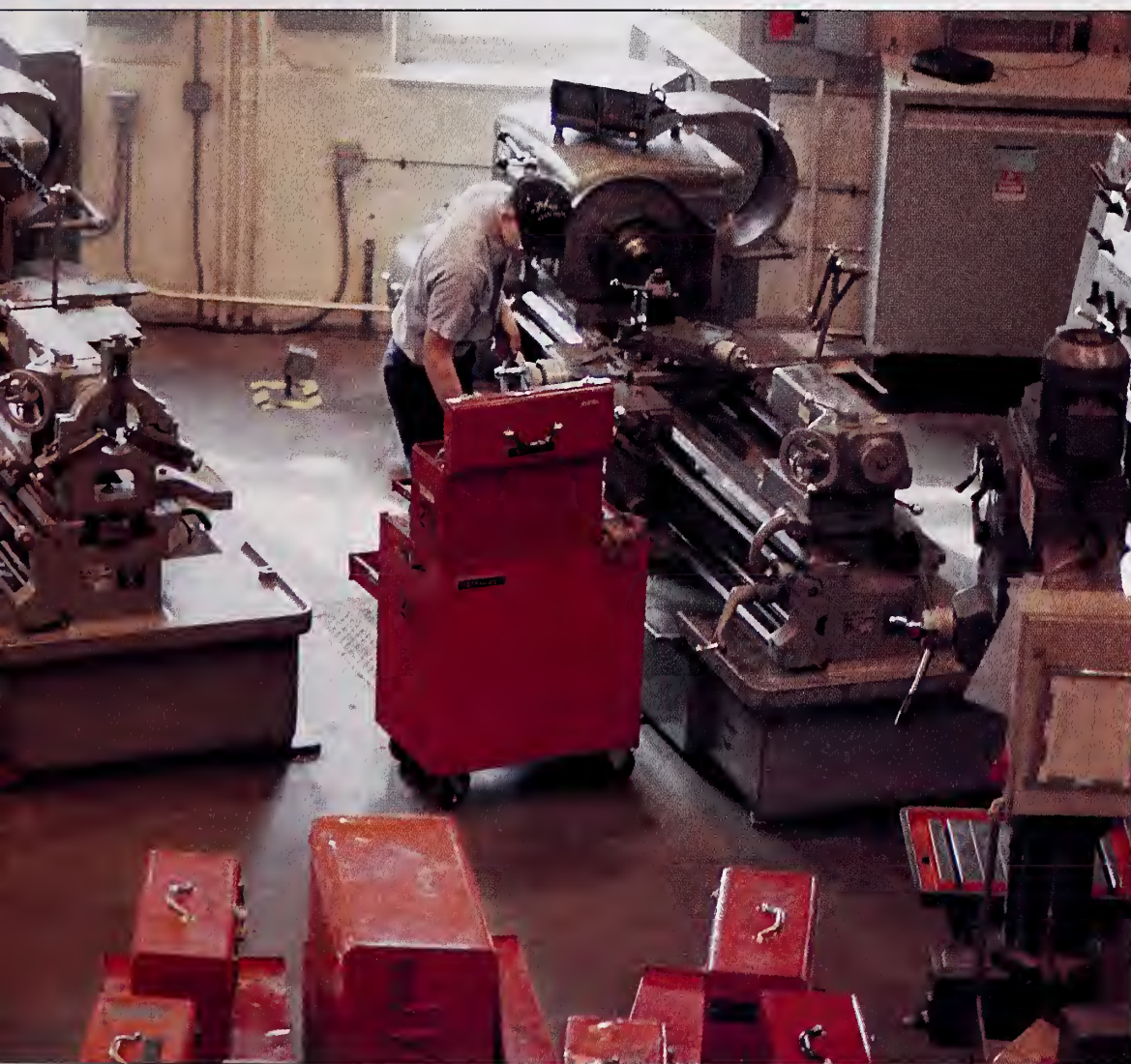




◀ ◀ HTFN Joshua E. Fincher of Alabaster, Ala., (l), HT3 Michael B. Wilson of Jacksonville, Fla. (c) and HT3 Del A. Tanner of Austintown, Ohio, inspect a coupling for cracks.

◀ Civilian contractors are an important part of the drydock Shippingport (ARDM 4).

▼ Hundreds of submarine parts are repaired and produced in NSSF's machine repair shop.



Putting their BESS foot forward

Story by JO2(AW) Michael R. Hart, photos by PH1 Dolores Anglin

Hundreds of Sailors go through different submarine schools at Naval Submarine Base, Groton, Conn. Some take electronics or sonar operator courses, while others toil through electronics technician "A" school or radioman "C" school. No matter what type of training they're in now, there's one thing these Sailors have in common. They've all graduated from Groton's Basic Enlisted Submarine School (BESS).

Before reporting to a submarine, crew members are required to graduate from BESS, a five-week indoctrination into the elaborate workings of a submarine. Going to a submarine without finishing BESS is like collecting \$200 without passing "Go." It just isn't done.

One Sailor in his second week of BESS summed it up best. "It's like going through grade-school," said Mess Specialist Seaman Apprentice Sim Louankang. "You learn your basics in kindergarten, and we're learning the basics here. This is the groundwork for our career on submarines."

Louankang compares BESS to kindergarten, but there's nothing elementary about the curriculum. It's quite extensive, according to Seaman Ricardo Lopez, a recent BESS graduate. "Where can I start?" he said, obviously happy the five weeks were finally over. "The school covers just about everything on the boat — steering, diving, hydraulics, electrical and weapons systems, navigation ..."

Lopez, now a student at fire control technician "A" school, has a new-found appreciation for submarines and

submariners. "I never really thought about what life is like on a submarine until I got to BESS," said Lopez, after graduating with a class-leading 96.0 grade point average. "It can be hard sometimes. Each individual on the boat is important. We have to be able to do everything. You never know, one man could save the whole boat," said the Newark, N.J., native.

BESS students not only deal with strenuous academic requirements, but also a variety of military duties; marching to and from class, standing daily personnel inspections, sleeping in open-bay barracks. Not much different from boot camp. "The requirements we put on our students are pretty tough, very intense," said Electronics Technician 1st Class (SS) Randy L. Kingsbury, a BESS instructor. "They learn a lot of material during their time here. We encourage and assist them to do the best they can. What we teach here is confidence," said the Rochester, N.Y., native. "As instructors, we make a huge impact on these guys. We

like to compare it to the first 24 to 72 hours on board the boat. It's where you set the standard."

Setting and achieving high standards for himself is what drew MSSR Shelton E. Lingle to the submarine community. Lingle, a classmate of Louankang's, doesn't mind losing his civilian clothes privileges if his GPA drops below 85. Marching to class and standing inspections aren't too much of a bother either. He's too busy trying to maintain his 100.0 GPA. "Only 3 percent of the Navy is submariners," said Lingle, an Ellijay, Ga., native. "I want to be a



Damage control training is an essential part of the BESS curriculum.

U.S. Navy photo



part of that elite group.”

Lingle, Louankang and their classmates have already taken three different tests on eight different submarine systems, with plenty more to come. It's all part of being prepared Shelton said. Louankang agrees. “The work load and GPA guidelines are sensible,” said the Stockton, Calif., native. “I don't want my life dependent on someone who was a slacker in BESS. It would be bad to hear someone on a sub say, ‘I don't know that because I was sleeping during that class.’”

Kingsbury doesn't see that happening. He takes his assignment of molding these Sailors for the submarine force very seriously. “It's exciting to influence them during their initial stages in the Navy and submarine fleet,” he said. “When I go back to sea, I'll be serving with some of these guys. If I have an impact on making them better submariners now, it'll be a better working environment for everyone in the fleet.”



U.S. Navy photo

▲ MSSA Sim Louankang (l) and MSSR Shelton E. Lingle tackle their studies during the second week of Basic Enlisted Submarine School.

▲ BESS instructors create a multitude of training scenarios using the Ship Control Trainer at Naval Submarine School, Groton, Conn.

Hart is a staff writer and Anglin is a photojournalist for All Hands.

Integrated Training Team on *Roosevelt*

Story by JO2 David A. Lockett, photos by PH1(AW/SW) Lance Kirk

For the first time since its commissioning USS *Theodore Roosevelt*'s (CVN 71) won't rely on the Fleet Training Group to supply primary training directors for deployment workups.

The Norfolk-based aircraft carrier is using a new training concept called the Integrated Training Team (ITT). Individual shipboard training teams covering combat systems, damage control, flight deck, medical, seamanship and navigation form the ITT, which is tasked with preparing the ship for combat readiness.

"The ITT was formed last year with all of the individual training teams coming together and setting a course of

action," said LCDR Greg Brandon, the ship's ITT coordinator. "It's gone very smoothly to this point. All of the various teams are working closely together to come up with challenging but realistic scenarios to prepare the crew."

The main reason for the new training concept is to keep up with the times and work smarter, not harder. "The fleet training group used to bring a lot more people on board. Now that we have all of these training teams in place, we will be doing most of the training ourselves with the afloat training group (ATG) serving as advisors to the trainers," Brandon said.

Members of the ATG will conduct a command assess-



▲ Two hose teams polish their firefighting skills by charging a Class B fire in Hangar Bay 2 on board USS *Theodore Roosevelt*. The teams come from one of the ship's 10 repair lockers.



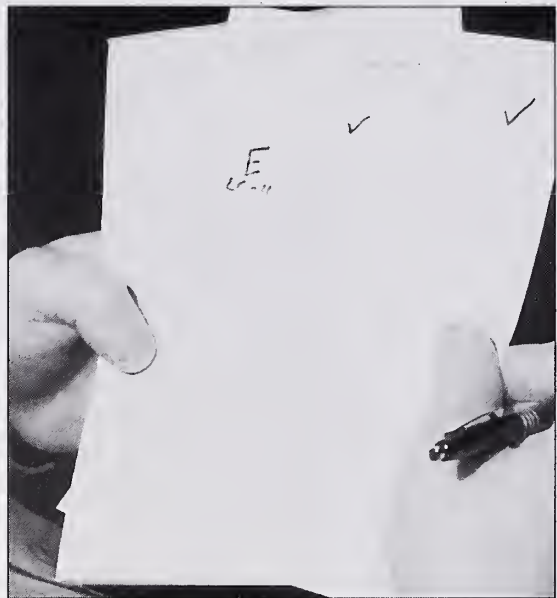
▲ PN3 Michael Scheibe and SN William Sloan practice shoring a sagging overhead on board USS *Theodore Roosevelt* during a recent general quarters drill. The drills incorporate the ship's several training teams into one integrated training team.

ment of readiness and training (CART) to observe ITT training scenarios and gauge their progress.

In addition to saving money by tapping resources already in place, there are other pluses to the concept. Although it's just getting under way, the training is already helping the individual training teams work closer, according to LCDR Chuck Bevis, medical's ITT member. "It's provided medical the opportunity to work with other departments we typically wouldn't have the chance to work with in this phase of training.

"Overall it's great training for us to integrate with the various departments and participate in the different scenar-

▼ An on-scene leader for one of *TR*'s 10 repair lockers fills out a communications message to inform the repair locker leader of simulated damage reported. Effective communications are always the key to successful fire drills on board.



ios. Previously, we would have had to conduct the drills by ourselves without as much integration."

The ship will use each underway period during workups as a step to combat readiness. The ATG will conduct the final intermediate training phase evaluation and with successful results, *Roosevelt* will move on to advanced phase training and be well on the way to another Mediterranean deployment. ‡

Luckett and Kirk are assigned to the public affairs office, USS Theodore Roosevelt (CVN 71).



◀ AR Brandy Ducker stencils cranials for the enlisted quality assurance team at TPS.

Ducker, Jager and Encarnacao? Who?

They're among the unsung heroes of TPS, three of only 12 enlisted men and women assigned to the Government Quality Assurance Office at what many consider the world's premier flight school. Their work is as important to the

safety of TPS students as Armstrong's first step on the moon was to mankind's progress in the race to explore space.

These men and women are the shadow of what once was a thriving maintenance department manned entirely by Sailors. In 1978, nearly 200 civilian contractor employees absorbed the aircraft maintenance work, leaving only a handful of Sailors to ensure the quality of each maintenance action performed on the school's 48 aircraft.

The 14 different types of aircraft assigned to the school are primarily jets and helicopters mixed in with a few rather uncommon aircraft such as gliders and planes dating back to World War II. Some are Army-owned, while others belong to the Navy. Some are modern jets, others old

Keeping test pilots airborne

Story and photos by JO1(SW/AW) Randy Navaroli

Through the years, morning roll call at the U.S. Naval Test Pilot School (TPS) at Naval Air Station Patuxent River, Md., has included the names of our nation's space heros - Glenn, Shepard, Carpenter, Schirra ... Ducker, Jager and Encarnacao.



◀ AR Brandy Ducker of Loveland, Colo., AE1 Paul Encardnacao of Lynn, Mass., and Dyna-Corp Aerospace quality assurance inspector John Snyder inspect the brakes on a U-6A aircraft assigned to the TPS.

TPS students are taught to let it go so they can figure out why a plane behaves the way it does in flight.

"When pilots put the aircraft through rolls, tumbles and spins as part of the day's flying syllabus, we have to QA the pre- and post-flight inspections," said ATC(AW/NAC) James Tilton of Baltimore. "That means I occasionally see something I'm not real familiar with. I'm lucky I can turn to one of the contractors and get the information I need. Many of these civilian contractors are former military and possess a great deal of knowledge about some of the more uncommon aircraft."

One of the hardest adjustments for many of the Sailors has been keeping their hands out of the toolbox. Their job is a managerial one at TPS.

"The toughest part of this job is not being able to get my hands dirty," said Aviation Structural Mechanic 1st Class (AW) Marty Jager of Holton, Mich. "Watching the civilians do it all is tough after 10 years of sea duty. We can't even tell them how to do a job. We can only inspect the finished product.

They don't make very many mistakes. They're very good and receptive to any input we may have."

Despite the contractors' technical knowledge, there is one thing they can't provide the school.

"Although things are different between the fleet and TPS, the enlisted men and women provide a fleet atmosphere," said CDR Lyn Whitmer, executive officer of TPS. "While we're surrounded by civilians, our enlisted Sailors provide a daily reminder that we're still a military organization." †

Navaroli is a photojournalist for *All Hands*.

propeller-type aircraft built in the 1930s. Despite the wide variation, enlisted quality assurance (QA) inspectors must know each aircraft well enough to certify an action has been properly completed. A small mistake can mean the difference between life and death.

"This job is an enormous responsibility," said Senior Chief Aviation Electronics Technician (AW/NAC) Jose Barrera, TPS assistance maintenance officer. "By conducting our own QA on the contractors' work, we can maintain safe and reliable aircraft for students who take an aircraft to the edge of its performance," said the Laredo, Texas native.

The Sailors must be doing their jobs right because, as one student said, "Despite the type of flying we're doing, I feel safer here than I ever did in the fleet. I don't worry at all about the condition of the aircraft."

Similarities between TPS and the fleet are nearly nonexistent, which usually shocks newly reporting Sailors.

"Usually the jobs are out of their field or on an aircraft they're unfamiliar with," said Barrera. "We get these hard chargers from the fleet and they have to learn the process from scratch. About the only thing we use from the fleet is the aircraft pubs. Everything else is different."

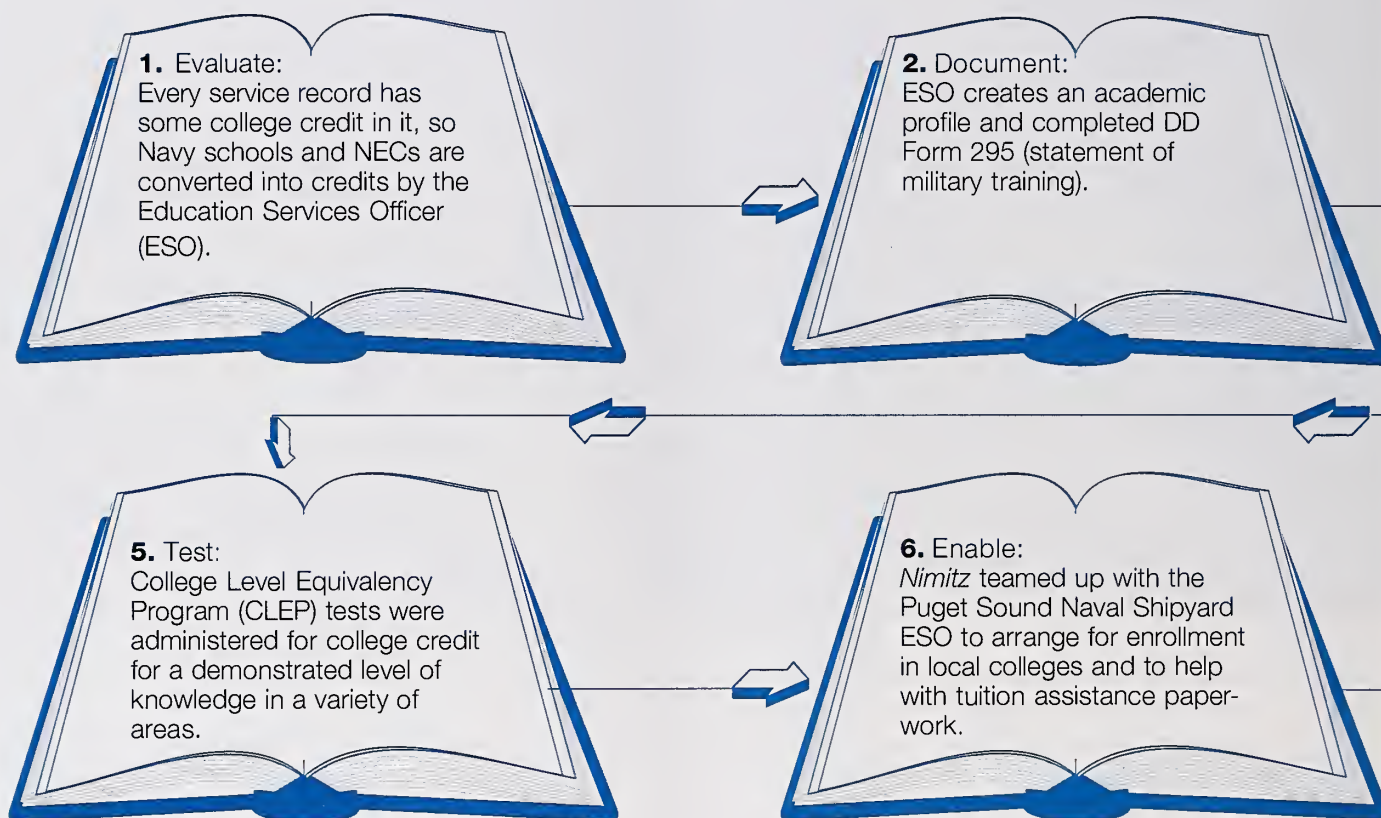
There is another big difference. While pilots in the fleet are taught to keep their planes under control at all costs,



▲ AE1 Paul Encardnacao and John Snyder conduct an avionics check on an F/A-18B used for test pilot training.

TRAINING

Earning a college degree while working full time is a tremendous challenge, especially when you're assigned to a warship. But for 94 hardworking USS *Nimitz* (CVN 68) crew members, that goal has become a reality. The leadership of *Nimitz* decided that being assigned to sea duty shouldn't stand in the way of getting a college degree, so the same energy and planning it takes to operate a carrier went into graduating 94 Sailors. Here's how they did it:



Members of *Nimitz*' Class of '94

ET3 Gary A. Abner
EM3 Nathan R. Baker
MM1 Roger L. Baker
MM3 Philip J. Baranowski
ET2 William H. Barry
MMC William Bentley
MM2 Gregory L. Bicknell
MM2 William D. Chastain
MM3 Russell K. Cirelli
MM1 Craig Clark
MM2 Jason E. Clawson
MM2 Lonnie D. Claycamp
MM1 Robert A. Cox
ETC Thomas W. Davis
EM2 Jason T. Deforest
EM3 Adam C. Dickens

ET2 Brian T. Evans
ET1 Lawrence R. Ewell
ET1 Jerry C. Fairchild
ET2 Oren J. Ferrari
MM2 James D. Gabel
EMFN Joey T. Gagestein
MM1 Keith G. Gale
MM2 Scott A. Gilliland
EM2 Gatewood C. Green
MM2 Michael Green
EM2 Joseph D. Grigsby
MMCM Kevin B. Guiney
MMC Paul A. Hails
ET1 Timothy W. Harris
MM3 Terry R. Hanson
EM1 Steven C. Hawk

MM2 Phillip Hayden
MM1 Steven W. Heyser
MMC(SW) Thomas J. Holliday
MM2 Thomas C. Jackson
MM2 Ralph E. Johnson
MM2 Ronald A. Johnson
ET3 Frank C. Kedrowski
MM1 David P. Killion
LT Jeffrey R. Kinsman
EM3 Joshua A. Knutson
MM1 Kerry R. Kosier
MM2 Michael A. Lawrence
MM1 John C. Lewis
MM2 Prescott J. Lillian
EM3 Michael L. Lopez
ET2 Gregory D. MacDonald

By the Book

3. Counsel:

Factor in ASVAB scores and academic background to direct Sailors into programs offering the best chance for success.

4. Educate:

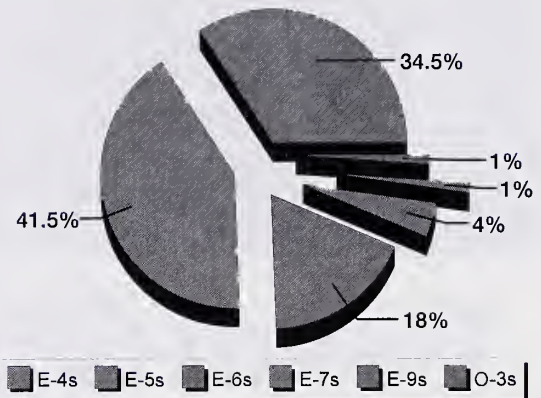
Offer Program for Afloat College (PACE) courses under way and in port. Academic deficiencies identified during the evaluation process are corrected through remedial training.

7. Awarding College:

The University of the State of New York, Regents College.

Associate Degrees: 93
Bachelor Degrees: 1

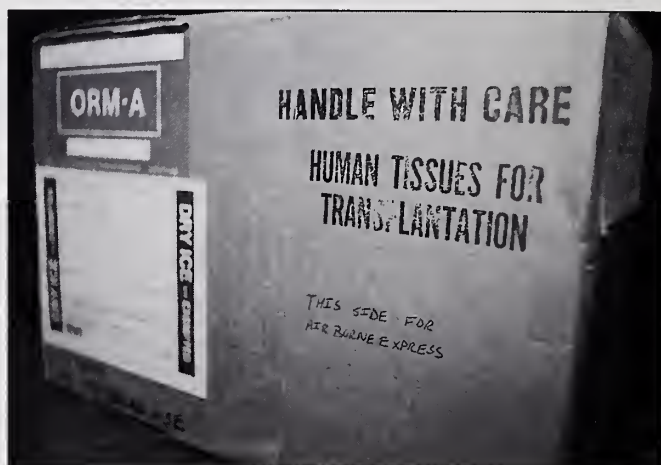
Degrees granted



ET2 Mason V. Madsen
ET1 Robert F. Marshall
MM2 James McEwen
EM3 David W. Meyer
MM2 Walter L. Meyer
MM1 Kenneth J. Michael
EM3 Cory L. Michel
MM2 Dennis D. Miller
MM2 Shawn M. Mulkins
MM3 Joseph L. Neumeyer
MM3 Mark B. Nikirk
ET1 Mitchell K. O'Connor
EM2 Alan K. Oda
MM3 Ansel N. Ortiz
MM3 David K. Pactol
MM3 Robert D. Parker

MM2 Gabriel Parman
MM1 Ronald P. Patton
EM3 Mario A. Peralta
MM1 James D. Peter
EM3 Christopher Pick
ET2 Ricky W. Pickett
ET2 Michael E. Prescott
MM2 Mark J. Risen
MM2 Russell J. Scott
MM2 Timothy Sexton
MM3 Stacey B. Stanley
ET2 Jonathan M. Starling
ET3 Duane V. Stofan
ET2 Jon D. Stout
ET1 Barry L. Sutton
ET1 John P. Sutton

MM3 Eric M. Swanson
MM3 Joseph M. Tanko
ET2(SW) Thomas E. Taylor
ET2 Jeffrey D. Toups
ET3 Adam A. Tuttle
ET2 Louis M. Ventimiglia
EM3 John S. Wanner
MM2 John E. Wester
MM1 Brent R. Whitehead
EM2 Gregory R. Wilds
EM1 Michael S. Williams



▲ A box of human tissue is prepared for shipment.

◀ A vial of freeze-dried, crushed cortical cancellous at the Navy's Tissue Bank at Naval Hospital San Diego. This combination of marrow tissue and hard outer bone tissue is used to fill holes where bone tumors have been removed.

Life from death, triumph from tragedy. That could be the slogan for the U.S. Navy Tissue Bank at Naval Hospital San Diego.

The only DOD activity of its kind, this 10-person team procures, processes and dispenses human tissue taken from deceased patients, according to Hospital Corpsman 3rd Class Greg L. Handevidt, assistant technical director of the team.

"We are a full-service musculo-skeletal tissue bank," Handevidt said. "That means we retrieve and process bone products, patellar tendons, achilles tendons, ribs and cartilage – products that come from the musculo-skeletal system."

The retrieved tissue is used by military doctors around the world to help living patients, according to Handevidt, a native of Jackson, Minn. "Death happens, unfortunate as it is. We take what good we can out of tragic situations," Handevidt said. "When you're doing something like this, you know it is helping somebody else."

On call 24 hours a day, members of the tissue bank team can't really take a day off. "You can take special liberty," said HM3 Jesse C. Cabuyadao, "but if there's a donor, you get called back."

It usually takes four people to procure tissue from a donor, according to Cabuyadao, and the call usually comes at night or on weekends. "There are more accidents, percentage-wise, at night than during the day," he said.

Unfortunately, accident victims and suicides make up the bulk of the Navy Tissue Bank's donor population, and that can take an emotional toll on the staff. "Every time I see a young kid who killed himself, or I see some kid who died in a motor vehicle accident, I think what a waste it is. We're never going to know the potential they might have had," Handevidt said.

Although they work around tragic situations, staff members help each other see the positive side of their profession. "These folks are really good about it," Cabuyadao said. "They pep you up a little bit by reminding you that this is

Tissue bank gives life

Story and photos by
JO1 Ray Mooney



helping somebody else.”

In strictly clinical terms, your body may be worth up to \$100,000 to the Navy's tissue bank, according to Handevidt. Tissue donated by active-duty and retired personnel and military family members considerably reduces expenses for DOD medical facilities. Decalcified dental bone, the hard outer shaft of the bone ground into a fine powder, is commonly used to repair periodontal defects. A small vial costs up to \$80 on the open market.

“And that’s our most popular product,” Handevidt explained. “It’s in such demand that we can’t really keep it on the shelves.” From one donor, up to 600 vials of “decal” can be procured, making the entire procedure very cost effective.

Staffers now train to retrieve whole hearts from donors, Handevidt said. The organs are sent to a large tissue bank network on the East Coast where the heart valves are processed for transplants. In return, the tissue bank gets a percentage of the processed heart valves at no cost, a savings of about \$7,000 for each valve. Similar agreements with other medical facilities in the San Diego area make skin grafts and corneas available to the Navy.

To provide more tissue for patients in need, the tissue bank is expanding. “We’ve got a tri-service Memo of Understanding (MOU) in Washington, D.C.,” Handevidt said, “and the Navy Surgeon General has already expressed his belief in the program.” With signatures from the Army and Air Force, the MOU will allow tissue procurement in DOD medical facilities throughout CONUS. With training provided by the tissue bank in San Diego, other facilities would procure tissue and send it to San Diego for final processing and dispensing. “That should increase our donor population immensely, making it even more cost effective,” said Handevidt.

But in the end, it’s not about cost effectiveness. The men and women on this team are all volunteers, according to Handevidt. They are operating room technicians who moved to the hospital basement, next to the morgue, because they are committed to filling a crucial need.

“Would you want a piece of tissue put into you that was processed and taken care of by somebody being forced to do that job?” Handevidt asked. “Or would you rather know that people are here because they want to be here?”

Mooney is a San Diego based photojournalist for All Hands.



▲ HM3 Charles Sandoval processes a patellar tendon at the San Diego facility.



◀ HN Robert W. Calvin of Chicago, handles shipping and dispensing for the tissue bank. He calls DOD collaborators from all over the country, taking and shipping orders for tissue. Here, he is pulling a heart valve from storage in a liquid nitrogen tank.

ETs Rx PCs



Story by LT Joe Daugherty, photos by PH1 R.J. Oriez

With advanced technology, the personal computer has come front and center in the Navy as a valuable tool. Unfortunately, the Navy did not have a service station on the information highway to handle the staggering maintenance requirements of the modern age.

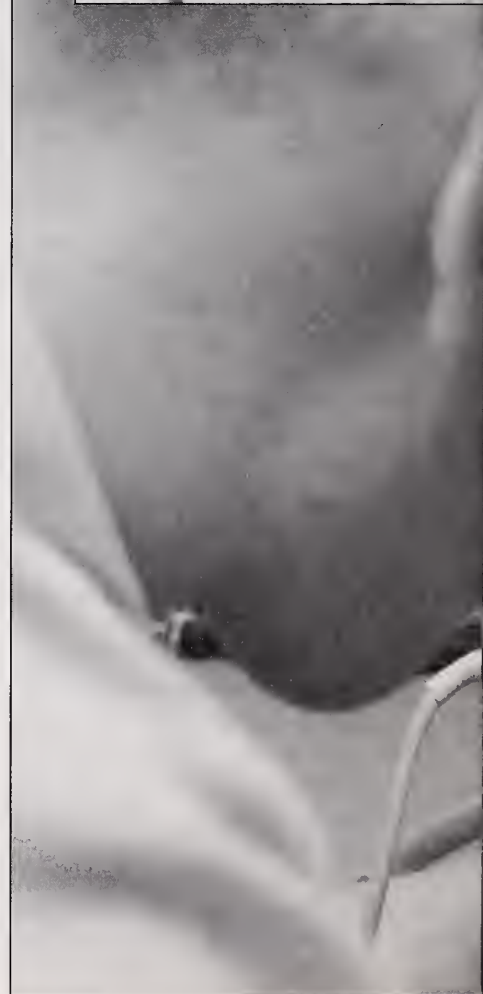
Sailors at the Personal Computer Work Center (PCWC), North Island, Calif., have solved that problem. They developed their own procedures for handling problems not covered in technical manuals. These electronics technicians are cutting out the expensive and lengthy civilian contracted repairs of Navy personal computers.

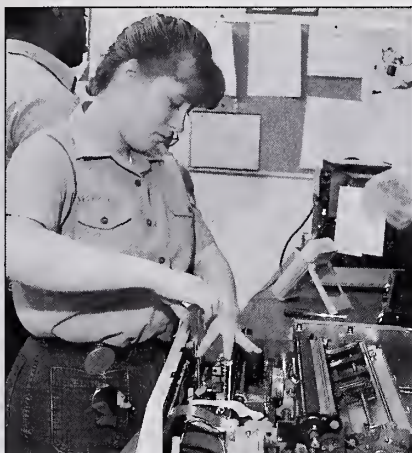
They also work hard to stay within their \$33,000 per year budget. As the money manager of the group, Electronics Technician 2nd Class Tidere M. Hamilton ensures his limited funds last until the end of each quarter. "Most of our money goes toward buying new parts to replace the broken ones. We have very little overhead cost," explained the native of Vineland, N.J.

PCWC has evolved into an efficient repair outfit. Its six members handle all CPU, monitor, printer or keyboard problems on the base. They are the only personnel now authorized to open up computer equipment with Navy property decals affixed.

"When you constantly see a problem, pretty soon you figure out the easiest and least expensive solution to the problem," said ET2 Michael T. Kein, a Denville, N.J., native. "If I can't figure it out, someone else in the office will have the answer." †

Daugherty is the public affairs officer for NAS North Island, Calif. Oriez is assigned to Fleet Imaging Command, San Diego.

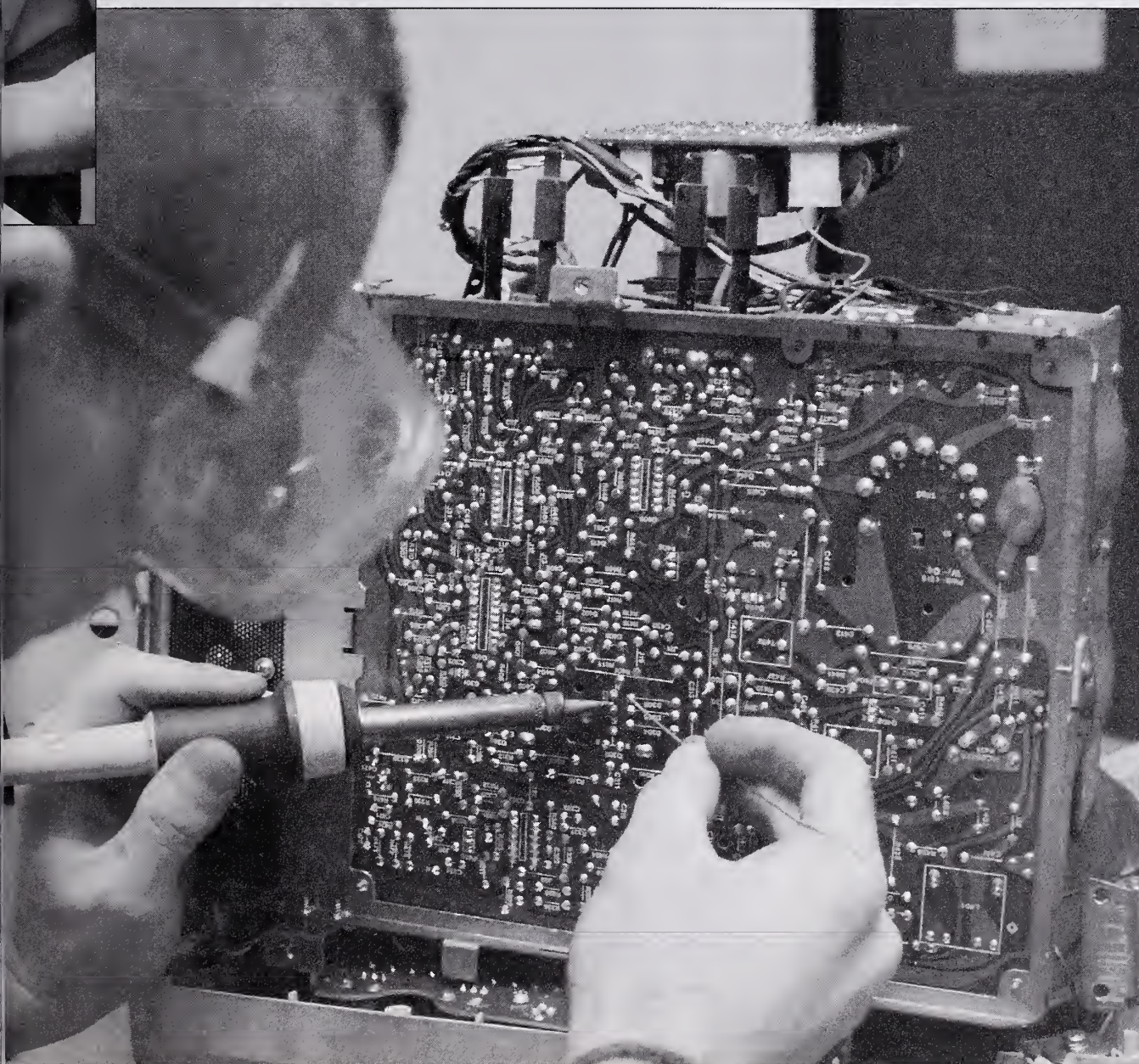




◀ ◀ ET2 Ted Delaney of Philadelphia, performs a diagnostic test on a circuit board.

◀ ET3 Diane Chiappetta, a native of Wanaque, N.J., works on a monitor.

▼ ET2 Robert Parker of Louisville, Ky., solders a circuit board in a monitor.



Bearings

Creative charge books make a great training tool

The initial impression of wood handiwork by three chief petty officer selectees is that of a ship's helm, complete with U.S. Navy and Seabee lettering and logos. Upon closer inspection though, the helm becomes not one piece of work but three.

Each section is a piece of a ship's helm, and each section is a compartment to hold the selectees' charge books. Bolted together, they form the ship's helm, almost four feet in diameter. Their handiwork is more than folk art because it truly illustrates the reality of becoming a chief. Each piece of the work is useful, but it is not complete until united with the other parts.

I have never been more impressed with the creativity of charge books, not only with the beautiful craftsmanship by the selectees, but by the thoughtful, useful entries beginning to appear in the books.

Charge books are a vital part of the indoctrination that prepares Sailors in dungarees to make the difficult transition to khakis.

With this year's rites of passage complete, it is time to think about next year. Write a lessons learned report of the best examples and share them with me via your Fleet or Force Master Chief.

As training and socialization tools, charge books are



Three Chief Petty Officer (CPO) selectees stationed at the Bureau of Naval Personnel, show how a project can benefit not only themselves, but a team as well. While their individual woodworking efforts resulted in attractive, functional cases for their charge books, their collective efforts, when bolted together, formed a model of a ship's helm. Teamwork is one of the main training points in the CPO initiation process. From left to right: SWC(SCW) Leonard Weddell, UTC(SCW) David A.Marr, Master Chief Petty Officer of the Navy ETCM(SW) John Hagan and EOC Kellie Justesen.

essential to preparing new chiefs for their new roles as Navy leaders. They visibly display pride, and they effectively instill pride. †

—ETCM(SW) John Hagan, Master Chief Petty Officer of the Navy.

Officer shoots her way to archery championship

Robin Hood and his merry band of archers would be impressed with LCDR Linda Parker's archery skills. The administrative officer at Naval Air Station, Whiting Field, Fla., placed first in the women's freestyle limited division at the World Archery competition of the European Championship at Bury St. Edmunds, England.

Parker, who's been competing since 1979, tied Florida's record with a perfect 280 in one round and scores of 481 and 494 (out of 560) in the

other portions of the tournament.

The Delavan, Minn., native, who is also state champion in California, Virginia and Florida, started shooting

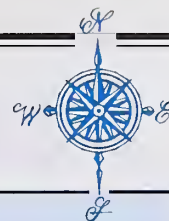


LCDR Linda Parker practices for the national Field and World championships.

after watching her husband go for the bull's eye for years. "I practice just about every day," she said. "I enjoy being able to do something this well and know I can always improve."

Parker attributes her success to the three things that make an exceptional archer: "lots of practice, consistency and concentration." †

Story by PH3 Tanga Williams, assigned to NAS Whiting Field public affairs office. Photo by Bruce Graner of the Pensacola, Fla., News Journal.



Rescue in the river

A leisurely bike ride along the Mississippi River quickly turned into a life-saving episode when two hospital corpsmen rescued an unconscious man who was in the river.

Hospital Corpsman 2nd Class Richard Mechtly and HM3 Wayne Wroblewski were riding along the levee of the Mississippi when they spotted an elderly woman waving a fishing net over her head and shouting for help.

They jumped from their bikes and ran toward the river as the woman pointed and yelled, "He's in the river drowning!"

Mechtly and Wroblewski ran down the algae-covered embankment to pull the man from the river.

They revived the man and after emergency personnel arrived, they accompanied the man's family to the hospital.

"My training as a corpsman really helped," said Mechtly. "The things that I needed to do just popped into my head." ‡

Story by LT Charlene Burns, assigned to Naval Medical Clinic, New Orleans.

HM3 Wayne Wroblewski (left) and HM2 Richard Mechtly abruptly ended their bike ride along the Mississippi River to rescue an unconscious man.



Navy recruiter saves man's life

It was nearly 90 degrees in the shade as Jack zipped along the golf course at a pretty good clip. Considering Jack's 57 years on earth, it was a searing clip.

Aside from the heat, nothing seemed different for Jack until he collapsed somewhere near the third green.

For a couple of Navy recruiters stationed in the upper peninsula of Michigan, the only thing different about the day was that it started off hot, and it was going to get hotter.

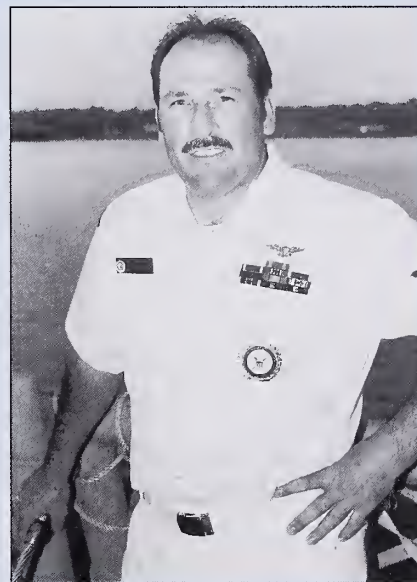
When he noticed something was wrong, Machinist's Mate 1st Class (SS) Thomas A. Kisinski reacted. "I thought the guy was doing some kind of new golf meditation," Kisinski said to his golfing partner, Aviation Ordnanceman 1st Class (AW) John V. Wilson. "I think he's having some kind of seizure," Wilson replied.

Wilson reached John "Jack" Nadeau of Sioux St. Marie, Ontario, Canada, first. "His color was pink, he was cold and clammy and his teeth were clenched tight," said Wilson. "What I thought was an epileptic seizure was now becoming heat stroke."

Wilson told Kisinski to go to the club house and get medical help. "I was thinking, 'if I don't do something fast he'll stop breathing and maybe swallow his tongue,'" Wilson said.

He tried to relax Nadeau's jaw by tilting his head, but no luck. Then Wilson took out his plastic, disposable cigarette lighter and wedged it between Nadeau's teeth. "Man! It was a great feeling when he could breathe easier," said Wilson.

Wilson used some cool towels gathered by other golfers, along with a



AO1 John V. Wilson

golf umbrella to comfort Nadeau from the unrelenting sun. Twenty minutes later, when emergency medical technicians arrived, Nadeau could talk and was answering queries about his health.

Later that day, Wilson, still concerned and somewhat shaken by the experience, visited Nadeau to check up on the man he helped.

"You really scared me," said Wilson. "I'm glad you're doing better, because the last time I saw you you weren't looking so good."

"Had he (Wilson) not been there and done what he did, I could have choked to death. For that I'm grateful," Nadeau said. ‡

Story by JOC Vince Vidal, assigned to Navy Recruiting Area 5, Great Lakes, Ill., photo by SMC(SW) Len Burkhardt, assigned to USS Estocin (FFG 15) public affairs office.

Bearings

Just fiddlin' around...

Data Systems Technician Seaman Larry C. Sharp, a student in the Data Link Terminal Systems Maintenance course at Combat Systems Technical Schools Command, Mare Island, Calif., took fourth place in the California State Old Time Fiddler's Contest held in Madera, Calif., recently.

Sharp, a native of Asheville, N.C., began playing music at 12 when his grandmother took him for his first lesson. His interest peaked when he met George Buckner through the first group he played with. "George was my major influence,"

Buckner was a member of the Tarheel Bluegrass Boys (two-time North Carolina State Champions in the Junior Division) and the first-place winner of a banjo contest in England. It turned out they would become the best of friends and Buckner encouraged Sharp to "practice, practice, practice."

"He taught me everything I know

about [bluegrass] music. He taught me to listen and learn. It became an obsession," said Sharp.

Sharp is an accomplished banjo and guitar player, as well as a fiddler. He also plays the bass guitar and the string bass. When asked why a 20-year old would choose to dedicate his talents to bluegrass instead of rock or country, he responded, "It's like a puzzle. Everything complements each other. When played correctly, it's the most interesting music anyone can hear."

Sharp currently plays and sings harmony with a five-member bluegrass band out of San Francisco known as the "House of Shred."

The fiddle he plays has a rare fifth string instead of the standard four, and the instrument was once owned by Mac Magaha who played with Porter Wagoner.

Ultimately, Sharp wants to play with the Navy Bluegrass Band but there are currently no openings. His dream,



DSSN Larry C. Sharp, an accomplished fiddler, banjo and guitar player, also plucks bass guitar and string bass.

however, is to play music for a living. "But I'll probably be working for a living. The entertainment business is not a stable line of work." †

Story and photo by ET2 Tonja Murphy, assigned to Combat Systems Technical School Command, Mare Island, Calif.

Father, son's Navy careers come together

With naval service being a family tradition in the Altevogt household, a father and son have found themselves serving together on board USS *Abraham Lincoln* (CVN 72) for a short time at sea.

When Storekeeper 2nd Class (SW) Carl E. Altevogt, from CVN 70 Det. 281 Naval Air Reserve Center, Columbus, Ohio, found out he had the opportunity to serve with his son, Photographer's Mate Airman Apprentice Timothy M. Altevogt, from USS *Abraham Lincoln* (CVN 72), he applied for the orders immediately.

By fulfilling his two weeks of active

duty on *Abraham Lincoln*, SK2 Altevogt has been afforded the rare opportunity to be reunited with his son, while seeing him in action out at sea.



PHAA Timothy Altevogt and his father, SK2(SW) Carl Altevogt, a naval reservist, together aboard *Lincoln*.

"I'm extremely proud of Tim for the work he does out here," said SK2 Altevogt. "This is a once in a lifetime opportunity to be serving with him."

The only problem PHAA Altevogt might have had with his father's visit to the ship is a little confusion on how to address him.

"It's kind of different having my father around. Sometimes I'm confused on whether to call him SK2 or Dad," said the junior Altevogt. †

*Story by JOSN James Winburn, photo by PH3 Jason L. Cooper. Both are assigned to USS *Abraham Lincoln* (CVN 72).*



NTC Orlando hosts naturalization services

The Immigration and Naturalization Service and the U.S. Navy teamed up at the Naval Training Center, Orlando, Fla., recently to give 252 new American citizens a day they won't forget.

NTC Orlando Commanding Officer, CAPT Thomas S. Lagomarsino, jumped at the chance not only to help the Immigration Service, but also to make the day a special one for the new citizens.

The result was a ceremony in the base theater, with the new citizens from 55 countries taking the oath of allegiance. They were surrounded by a standing-room-only audience and strains of patriotic music from the

Navy Band, Orlando.

Lagomarsino, the guest speaker for the occasion, paraphrased Franklin D. Roosevelt, by reminding the new citizens they should "remember always that all of us are descendants



Two hundred and fifty-two Floridians were naturalized as U.S. citizens during ceremonies at NTC Orlando, Fla.

of immigrants ... the flag of the United States is the flag just as much of the man and woman who were naturalized today as of the man and woman whose people have been here for generations."

Ms. Susan Dugas, supervisor, District Adjudications office, remarked, "The cooperation of the Navy at NTC Orlando, and the facilities and ceremony provided were very special ... probably the best we've ever done in this area." †

Story by JOC Bob Young and photo by PH2 Chris Carrothers. Both are assigned to NTC Orlando, Fla., public affairs office.

Good samaritan Sailor prevents suicide

What would you do if you were driving over a bridge 200 feet above the water during rush hour traffic, and noticed someone getting ready to jump from the top rail?

Yeoman 2nd Class Patrick A. Galos didn't think twice when this happened to him. Galos, assigned to Tactical Air Control Squadron 11, Naval Amphibious Base, Coronado, Calif., was making his usual morning commute along the Coronado Bay bridge when he saw the jumper.

"I immediately pulled my car over and parked in front of another car that I think belonged to the man who was about to jump from the bridge," said Galos. "I wasn't concerned about the heavy traffic. My focus was on the man trying to end his life. I simply yelled out my window and pleaded with him not to jump."

Galos crawled out the passenger side door of his car to get a closer look at the man. "I asked him what

was wrong and told him that it couldn't be that bad."

Galos' strategy of communicating with the man soon paid off as the man began talking. But the only thing he would say is that "he wanted to die." As Galos continued consoling the man, another driver pulled over and joined Galos in preventing the suicide.

"We slowly started approaching the man on the rail and finally got close enough to touch him," said Galos. "I grabbed his shirt and the other guy grabbed his hand and we pulled him down off the rail." Galos and the other good samaritan walked with the man for a few minutes, but he was still very distraught.

"The man was crying and the words coming from his mouth weren't making any sense," said Galos. A bridge maintenance worker arrived on



YN2 Patrick A. Galos stands in front of the Coronado Bay bridge where he saved the life of an unidentified male about to commit suicide.

the scene, followed by the police. After releasing the man to authorities, Galos quietly returned to his car and continued on his way to work. †

Story by JOCS(SW/AW) Douglas P. Gorham, photo by PH3 Jennifer Lehnig. Both are assigned to Navy Public Affairs Center, San Diego.

Bearings

Shenandoah Sailor pursues Olympic dream

Everyone has a dream in life, and Ship Serviceman 2nd Class Maria Silva De Ruiz is no exception. But there is one difference for the 14-year Navy veteran and crew member aboard USS *Shenandoah* (AD 44) — she's well on her way to achieving hers.

At the 1996 Olympic games scheduled for Atlanta, racquetball will be featured as an exhibition sport. One way or another, Silva De Ruiz plans to be there — racquet in hand.

Silva De Ruiz began playing

“When I’m on the court, it’s all up to me. I don’t see the crowd or the referee.”

racquetball in 1982 because it was a fun way to stay in shape. As her skill and talent improved, she decided, in 1987, to take her game to the next level. During the past seven years, she has earned a reputation as one of the top female amateurs.

“I really love the sport,” said Silva De Ruiz. “The great thing about it is there’s no age limit on the game. Anybody can do it.”

Her skill is unquestionable as demonstrated by her growing collection of trophies and medals. In four seasons with the All-Navy Racquetball team, Silva De Ruiz swung her way to three bronze medals and one silver in the Armed Forces Championships. Racquetball was cut from the championships in 1991. By then, Silva De Ruiz was on her way to bigger and better things.

In 1990, after meeting Rueben Gonzales, the fourth-ranked player on the professional circuit at the time, she

became a member of the Puerto Rican national team.

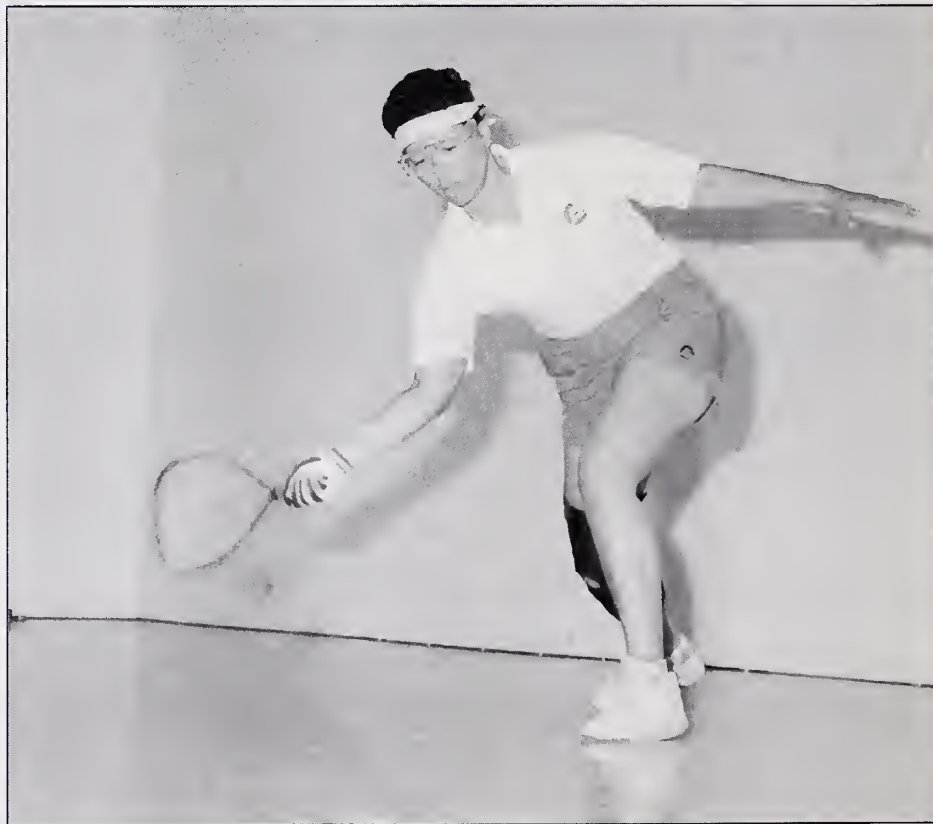
She went on to win a bronze medal in singles at the Tournament of the Americas. After taking a year off because of the Gulf War, Silva De Ruiz returned to the Puerto Rican team in 1992 and competed in the World Games in Montreal. This time she took the gold in her division in both singles and doubles and finished second overall.

Silva De Ruiz’s goals are to finish a 20-year Navy career, win a major international racquetball tournament and make an appearance in Atlanta at the Olympic Games. After that she

plans to become a referee with either the American Amateur Racquetball Association or the International Racquetball Federation.

“When I’m on the court, it’s all up to me. I don’t see the crowd or the referee,” Silva De Ruiz said. “It’s very important not to discount your opponent. I always tell myself how good the other person is, but I make sure to tell myself that I’m better. If I don’t do well, the only person I can blame is myself.” †

Story and photo by JO2 Raymond Skibinski, assigned to USS Shenandoah (AD 44)



SH2 Maria Silva De Ruiz perfects her serve.

"Toons" wanted

All Hands magazine is pleased to announce the reintroduction of the Navy Cartoon Contest, which is open to all hands.

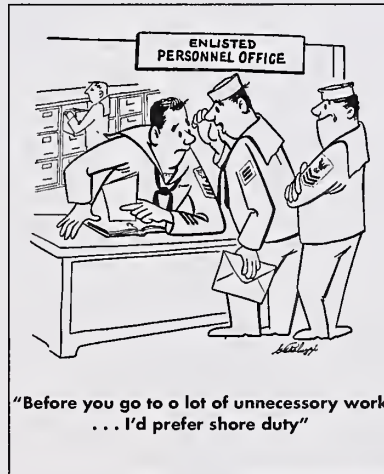
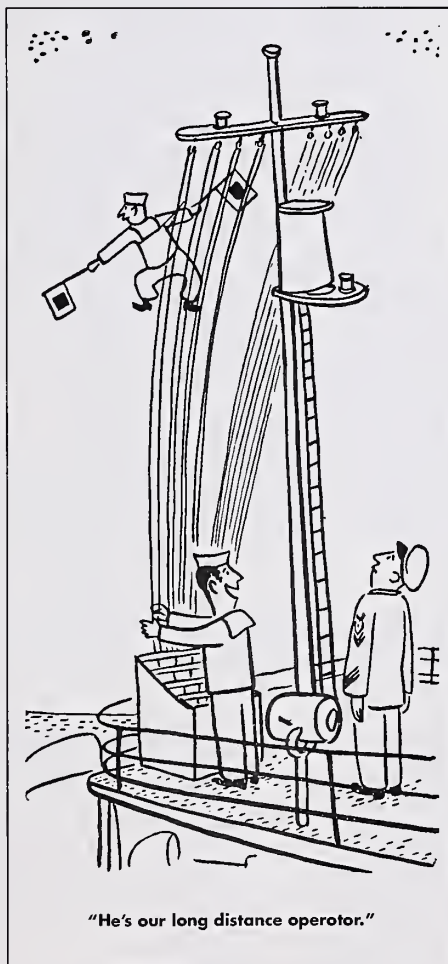
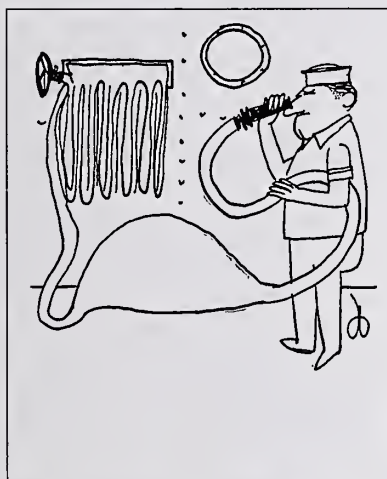
During the late 1940s, and through the 1960s, submissions from the Navy's finest amateur cartoonists were regularly sent in to *All Hands* for judging by an independent panel. Those cartoons selected would then be run in the magazine throughout the following year. It was such a good plan, we've decided to do it again.

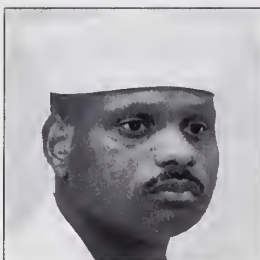
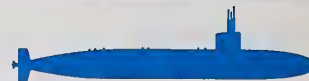
Let's see your interpretation of Navy life. There is a lot of talent out there in the fleet, and *All Hands* would like to show the rest of your shipmates your cartooning talents.

Please include your name, rate, command and home town. Submissions must be postmarked no later than April 1, 1995.

Send your cartoons to:
All Hands Cartoon Contest
 Naval Media Center, Publishing Division
 NavSta Anacostia, Bldg. 168
 2701 S. Capitol St., S.W.
 Washington, D.C. 20374-5080

Editor's Note: The cartoons on this page appeared in various issues of All Hands during the 1950s.





HM2 Christopher Justice was honored recently for his dedication and professionalism as a Drug and Alcohol Rehabilitation Counselor at Naval Hospital, Yokosuka, Japan. The Queens, N.Y., native was recognized in a ceremony in Washington, D.C., hosted by RADM Larry R. Marsh, the Assistant Chief of Naval Personnel for Personal Readiness and Community Support.



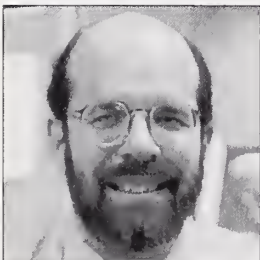
DK1(SW/AW) William A. Dollison was named Petty Officer of the Quarter on board USS *George Washington* (CVN 73). A native of Alameda, Calif., the 12-year Navy veteran is the Travel/Fiscal Supervisor in the Disbursing Office. Dollison is looking forward to a 20 to 25-year career in the Navy. Making chief petty officer is the next hurdle he hopes to clear.



OS1 Dennis Emhoff played on the All-Navy Softball Team for the seventh consecutive year. The Canton, Ohio, native earned a spot on the Armed Forces softball team that competed in the Class A National Championship for the fourth consecutive year. The USS *O'Bannon* (DD 987) Sailor batted .743, hit four home runs and 24 RBIs during the tournament, earning his first selection as a Second Team All-American.



Mary Beth Fennell, a product support directorate materials engineer at Naval Aviation Depot, Cherry Point, N.C., recently received the Environmental Protection Agency Stratospheric Ozone Protection Award. The award is presented for "exceptional leadership, personal dedication and technical achievement in protecting the stratospheric ozone layer."



John Correll, a housing management specialist with the Atlantic Division Naval Facilities Engineering Command in Norfolk, was awarded the Navy Superior Civilian Service Award for service as Housing Manager for Commander, Naval Activities United Kingdom. Between March 1991 and April 1994 he initiated many improvements affecting Navy families in London.



DK1 Robert A. Martin of Personnel Support Activity Detachment Columbus, Ohio, was recognized by the Columbus, Ohio Armed Forces Community Relations Council as the city's "Outstanding Service Person of the Year." The Cincinnati, Ohio, native was recognized for his superlative leadership in the local community as well as his numerous military accomplishments.

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Administration: **YN3 Ned Prusila**; Distribution: **Garland Powell**; Editorial: **Jan Kemp**.

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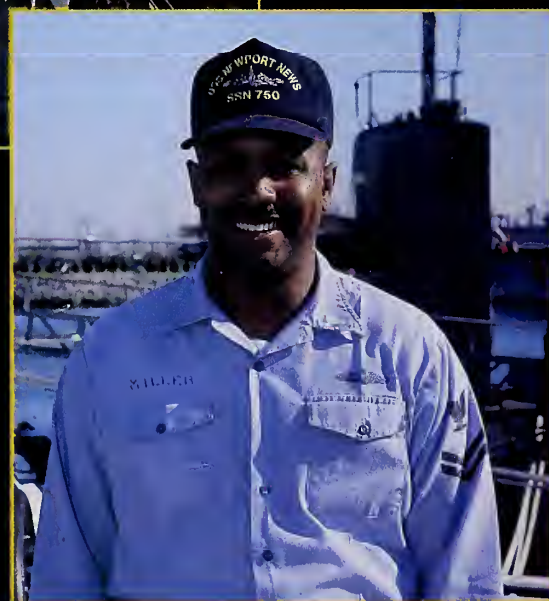


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NAME: TM2(SS) Lorne Miller

SHIP: USS Newport News (SSN 750)

HOMETOWN: Hampton, Va.

WATCH RESPONSIBILITIES: Topside security and torpedoman of the watch.

JOB DESCRIPTION: Involved in maintenance, loading and firing of weapons and maintaining operational readiness of weapons systems.

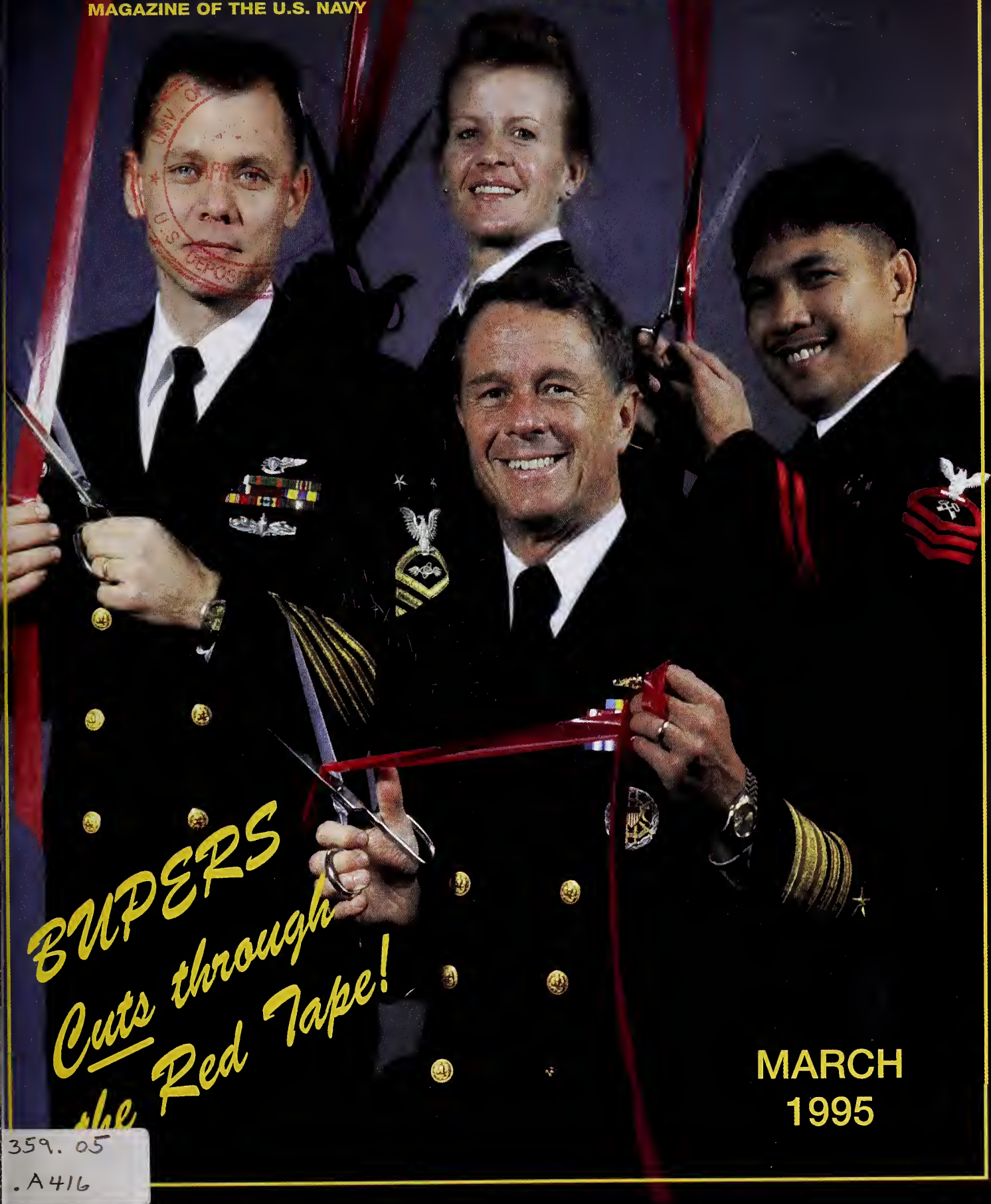
BEST PART OF JOB: Taking pride in the successful accomplishment of my mission.

HOBBIES: "PT – It's hard on a sub, but I do what I can."

COUNTRIES VISITED WHILE IN THE NAVY: France, Italy and England

ALL HANDS

MAGAZINE OF THE U.S. NAVY



*BUPERS
Cuts through
the Red Tape!*

MARCH
1995

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ALL HANDS

March 1995

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Front cover: BUPERS detailers stand ready to cut red tape. From left to right are AVCM(SW/AW) Del Stokes of Yorktown, Va., DT1 Deborah Wilson of Milwaukee, SKC(SW) Romulo Maliksi of Cavite, Republic of the Philippines, and Chief of Naval Personnel VADM "Skip" Bowman of Chattanooga, Tenn. Photo by PH2 Felix Garza. (Photo digitally altered.)

Back cover: DC1(SW) A. Colette Harris, far left, discusses transfer options with DC2 Troy Schmid, center, and his wife Mimi. Their children are Matthew (in Sailor hat), Michael and Sara. Photo by PH1 D.L. Anglin.

OOPS

– A photo in the October issue (P. 21) is of a VP-10 aircrew. Our apologies to the *Red Lancers*.

– In the January issue (P. 42) the range of the F/A-18 *Hornet* should be 460 miles (fighter) and 550 miles (attack). The speed of an F/14 *Tomcat* is Mach 2+ and the range is 500 miles.

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LT Cate Mueller

All Hands Editor
Marie G. Johnston
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JOC David M. Butts
Publishing Staff Writers
PH1 Dolores L. Anglin
JO1(AW) Laurie Butler
JO1(SW) Jim Conner
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JO1 Ray Mooney
Patricia Oladeinde
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Leroy E. Jewell

Digital Production
Nancy Bolli
PH2 Felix Garza
PH3 John Hudak
PH3 John Lemire
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PH2 Dewitt Roseborough

Staff

Administration: YN3 Ned Prusila; Distribution:
Garland Powell; Editorial: Jan Kemp, Dennis
Everette.

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E-mail: pubs@media.mediacen.navy.mil
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//32//

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From the Chief of Naval Personnel ...

"Welcome to the BUPERS issue of *All Hands*. It's a one-stop shopping guide to the Bureau and all the people programs that make up our business. Our mission, simply stated, is to take care of you and your families, and our goal is to provide you with the highest affordable standard of quality living — ashore and at sea.

"Remember that the Bureau isn't just a building — we're a Navy military and civilian team. Just like you, we're trying to balance demanding jobs with the needs of our families and are committed to helping you successfully meet all the challenges of military life.

"This will be a great year for all of us. We're working on improvements in pay, housing and recreation. With your inputs, we're putting together a better enlisted evaluation and officer fitness report system — one that recognizes the team yet encourages the individual.

"And we're overhauling our entire Equal Opportunity people program to define easy goals — simple ones, like treat others exactly like you want them to treat you and your family — and to make available tools, programs and training to achieve these goals. The sooner we can truly make the Golden Rule the Navy way of doing business, the better.

"We care, we listen and we try to say, 'Yes.' Let us know how we can serve you better."

– VADM F.L. "Skip" Bowman

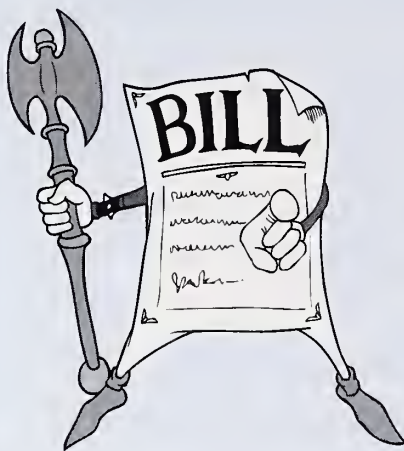
Charthouse

FINANCE

Sailors subject to involuntary allotments for debts

As of Jan. 1, 1995, military service members on active duty are subject to involuntary allotments for indebtedness.

The new policy allows creditors who obtain a court-ordered judgment to collect money for outstanding debts owed to them. Creditors must apply to Defense Finance and Accounting Service (DFAS), Cleveland to start an involuntary allotment.



DFAS will notify the member directly and through the member's commanding officer. Service members will have 15 days to respond and, when possible, will be given the opportunity to consult with an attorney. A Sailor can challenge an involuntary allotment if the underlying judgment was entered without complying with the Soldiers' and Sailors' Civil Relief Act or the demands of military duty caused the member to miss his or her court appearance.

The maximum amount that can be withheld from a Sailor's pay is 25 percent of taxable pay or the maxi-

mum amount permissible under applicable state law, whichever is less. Judgments of indebtedness are court rulings issued by state courts regarding the debt and the amount of money in dispute.

More information is available through command or base legal services offices.

Aviation Career Incentive Pay requirements waiverable

Secretary of the Navy John Dalton has granted authority to the Chief of Naval Personnel to approve waivers for disassociated sea tours to count toward required flight dates for Aviation Career Incentive Pay (ACIP).

The eligibility requirements for ACIP previously specified that officers had to complete at least nine years of operational flying in their first 12 years of aviation service to continue receiving ACIP until their 18th year of service.

The waiver permits aviators assigned to disassociated sea tours to count these assignments toward the operational flying requirements of ACIP.

Officers who require the waiver must submit requests to BUPERS (PERS 43C). More information is available from aviation community detailers.

Loan refinancing campaign attracts 100,000 veterans

Some 100,000 veterans will save almost \$1.5 billion during the next 10 years because they responded to

Department of Veterans Affairs (VA) information on the benefits of refinancing their existing VA-guaranteed home loans.

VA's Interest Rate Reduction Refinancing Loan (IRRRL) program allows veterans with outstanding VA-guaranteed loans to obtain at little or no cost a new loan at a lower interest rate by using the same entitlement the veteran previously used to buy the home. Veterans interested in refinancing their loans should contact a lender.



Veteran home owners who have difficulty locating lenders who offer VA-guaranteed loans should call VA at 1-800-827-1000 for additional information, including a list of lenders who offer IRRRLs and those who do not require an appraisal or credit check for these loans.

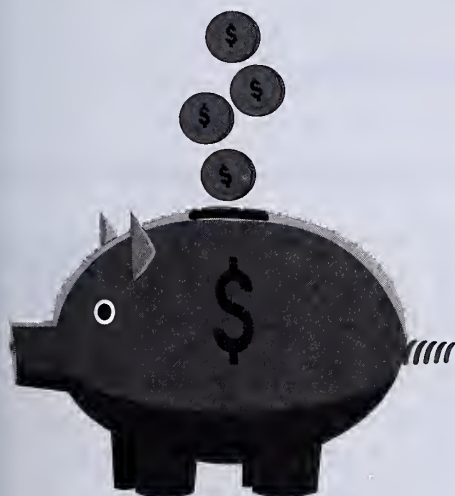
NEXCARD offers discount to new applicants

New NEXCARD applicants in the continental United States (CONUS) will receive a \$20-off coupon for their first NEXCARD purchase of \$225 or more. Overseas customers who sign up for a new card will receive a coupon for 10 percent off their first NEXCARD purchase of \$55 or more.

Authorized purchases include



almost anything in stock with the exception of alcohol and tobacco products. A minimum purchase of \$200 is required to use the NEXCARD in CONUS, with a \$50 minimum required overseas.



To qualify for a NEXCARD, applicants must be authorized patrons who are not on the bad check list and who have no delinquent home layaways. Eligible customer categories include all authorized customers (sponsored), active-duty personnel, National Guard, military retirees and reservists.

CAREER

USMC Combat Aircrew insignia authorized on Navy uniforms

The wearing of the Marine Corps Combat Aircrew insignia is now authorized on Navy uniforms.

The insignia is worn in the same manner as other breast insignia, similar to the Navy's aircrewman insignia. The Combat Aircrew insignia is awarded to Sailors assigned to Marine Corps units as crew members

and who have flown in combat.

This revision will be included in the next update to Navy Uniform Regulations.

HEALTH

DOD offers mail order pharmacy

Champus-eligible beneficiaries in six states can now order up to a 60-day supply of maintenance medications and five refills through a new mail order pharmacy program.



Congress directed DOD to test the program for a two-year period. DOD selected the states of New Jersey, Pennsylvania, Delaware, South Carolina, Georgia and Florida. The new program is designed to make obtaining prescribed medications more convenient, according to CDR Charles Hostettler, pharmacy head, Naval Hospital Jacksonville, Fla.

"Many of our beneficiaries take maintenance medications to help them control conditions such as high blood pressure, diabetes or asthma," said Hostettler. "The mail order pharmacy provides the Champus-eligible patient a convenient choice to obtain prescription benefits."

Champus beneficiaries must be registered under Defense Enrollment

Eligibility Reporting System (DEERS) in one of the six test states to be eligible for the program. To register for the program, call 1-800-633-2426 between 8:30 a.m. and 8:30 p.m., Monday through Saturday, or between 8:30 a.m. and 2:30 p.m., Sunday and holidays.

TAX

IRS confirms military moving allowances are non-taxable

Temporary regulations published in the Dec. 21 Federal Register by the Internal Revenue Service (IRS) confirm that certain military moving allowances are not taxable income.

Temporary Lodging Allowance (TLA), Temporary Lodging Expense (TLE), Dislocation Allowance (DLA), and Move in Housing Allowance (MIHA) potentially were affected by new tax laws that went into effect on Jan. 1, 1994.

In May, however, the IRS clarified the tax law, and ruled that the allowances were not taxable income. The temporary regulation published in the Federal Register for public comment is the next step toward making the regulation final.



The allowances compensate service members for expenses they incur in connection with transfers to new permanent duty stations. †

CNP



Chief of Naval Personnel. Takes care of Navy people. Responsible for all Navy policy and programs which affect Sailors, their careers and their families.

DCNP



Deputy Chief of Naval Personnel. Responsible for the administrative operation of BUPERS. Assists CNP in developing and executing personnel policy and programs.

PERS-2



Assistant Chief of Naval Personnel for Military Policy and Career Progression. Plans and issues recruiting, career and compensation policy for officers and enlisted members.

PERS-3



Assistant Chief of Naval Personnel for Management Support. Manages Pay/Personnel Admin Support System, ID cards and DEERS systems; maintains enlisted evaluation and officer fitness report systems.

PERS-7



Assistant Chief of Naval Personnel for MPN Financial Management. Manages budget for Navy people's pay and allowances, called MPN (Military Personnel -- Navy), which is \$17.5 billion. That represents 25% of Navy's entire \$69.7 billion budget.

PERS-8



Assistant Chief of Naval Personnel for Military Personnel Performance and Security. Manages personnel performance programs and policies; security programs; Navy brigs.

BUPERS Who's Who

MCPON



Master Chief Petty Officer of the Navy. Represents Sailors and their families in personnel-related issues.

PERS-4



Assistant Chief of Naval Personnel for Distribution. The detailers balance the needs of the Navy with the needs of career progression and personal desires of officers and enlisted members.

PERS-5



Assistant Chief of Naval Personnel for Total Force Programming and Manpower. Responsible for accounting and assessment of Navy manpower requirements. Makes sure there are enough billet spaces in the Navy to get the job done.

PERS-6



Assistant Chief of Naval Personnel for Personal Readiness and Community Support. Manages a wide variety of programs that provide individual and family support: voluntary education; health and physical fitness; community partnerships; equal opportunity, including sexual harassment; drug and alcohol abuse; morale, welfare and recreation; housing; family service centers; retired affairs; casualty assistance; and family advocacy.

PERS-9

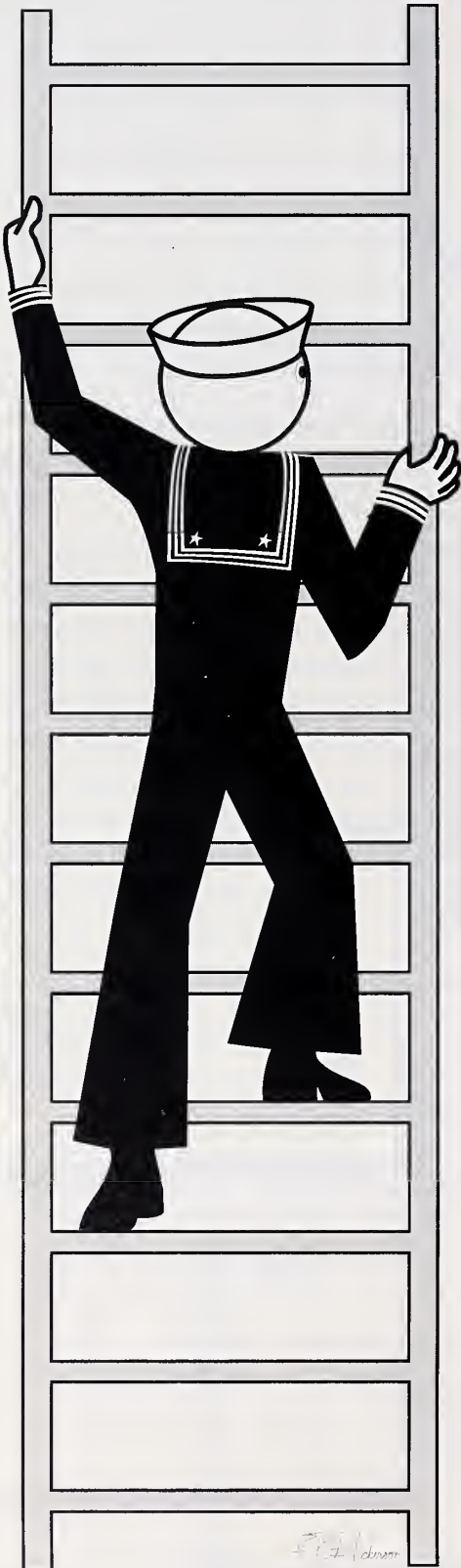


Assistant Chief of Naval Personnel for Naval Reserve Personnel Management. Manages Naval Reserve Personnel and Policies.

PERS-10



Assistant Chief of Naval Personnel for Information Systems Management. Manages computers and data bases to support BUPERS people programs.



Moving up

Moving up the Navy advancement ladder means increased responsibility, greater prestige and more pay. Any Sailor who has spent his or her career successfully climbing the advancement ladder knows there is no real secret to making rank. The key to moving up in the Navy is simply understanding how the advancement system works, meeting set requirements on time and scoring well on the Navywide exams.

The next few pages can help you understand the system. There is a career map that can help you chart your career, an explanation of the various steps in the system and information that can help you better prepare yourself for the next step in the advancement ladder.

Know the system, be prepared

The surest way to get advanced is by being prepared. That means studying the career map on pages 10 and 11. Pay close attention to the mandatory courses, such as Basic Military Requirements and rate training courses. Be sure you satisfy the time in rate requirements.

Visit your Educational Services Office (ESO) and get a copy of the latest Advancement Handbook for Petty Officers for your particular rating. This handbook has three parts:

- * Background information on the advancement system;
- * Naval standards and a bibliography of study materials, all of which are sources for exam questions for your rating;
- * Personnel Advancement Requirements (PARS) for your rating record your ability to perform practical occupational tasks associated with your next pay grade. Remember, all E-4 through E-7 candidates must have their PARS checked off by their division supervisor or other qualified person.

A similar handbook for apprentices has advancement information for AN, CN, DN, FN, HN and SN personnel.

Study early, study often

Being a top pro at your job will always help you in advancement. Your performance evaluations factor into the advancement equation. But, having top-notch skills is not enough if you don't score well on the Navywide advancement exam.

Twice a year, candidates for E-4 through E-6 participate in exams on their rating knowledge. E-7 candidates take the tests annually, usually in January. "The Back Page" of *Link* lists the dates for the upcoming advancement cycles.

If you have an up-to-date copy of the advancement handbook, you have a complete guide to the material included on the test. The three-hour exams are based strictly upon the sources listed in the bibliography.

There are no tricks or secrets to taking the exam – you must know your subject to score well. Here are some tips to studying:



the ladder

* Start early. Advancement exams cover all areas of the technical knowledge expected of a petty officer of the next senior rank. Waiting until the last minute, then trying to cram everything into a few marathon sessions increases your personal stress levels and sets you up for failure. The best time to start is as soon as you tack on your current stripes.

* Plan to win. A good study plan can help you organize your subjects, get reference sources, ask questions about difficult information and pace yourself until the exam date.

* Make time. Make studying a part of your lifestyle. Put aside set times regularly – daily is great, every other day works well for some – and stick to it. Try studying three days a week

during your lunch break. Or, break out the books after dinner every night. Hour long sessions are best, but don't give up if your schedule sometimes cuts your time in half – if you only get through five questions in your rate training course, you are still five answers ahead of where you would've been if you had skipped the session.

* Teamwork works. Get a study partner or start a study group at your command. You can meet almost anywhere – the mess decks, library, berthing compartment or BEQ room. Sharing knowledge and experiences can level out the sometimes bumpy playing field of complex rating subjects, especially if it's an area you haven't had a chance to work in hands-on.

The exam: Pace yourself

Every mess-deck lawyer can give you the inside dope on taking the test – but it is all worthless advice. Answers do not conform to any certain pattern. Secret codes are not written into the questions. "All of the above" is not always the correct answer. Exams are not designed to test minimum information required for proper performance. Beyond studying, however, there are a few things that can help:

* Get some rest. You have already done the hard part if you started with a good study plan and stuck with it. Take off the night before the exam. Go out for dinner, if possible. Relax with your family or friends. Take a walk or



YN3 Chad Johnson, of Richmond, Ind., positions a record in a projector for viewing by a board at BUPERS.

PH1 D.L. Anglin



Number crunching

The Bureau of Naval Personnel sets advancement quotas, which are vacancy driven. Advancement numbers involve many factors, such as current manning, future of the rating (in the case of disestablishments or mergers), how many Sailors in the rating have retired or left the service and the future needs of the Navy. The bottom line is you can't get advanced unless there is a slot open in your rating.

The number of advancement slots is passed to NETPMSA. That number of qualified E-4 through E-6 candidates is then advanced. Boards annually select for advancement to E-7 from the pool of candidates who passed the exam. Advancement usually gets tougher at higher pay grades because of keener competition for fewer openings.

Feedback from the exam

After the list of candidates selected to advance is complete, NETPMSA sends results to members in the form of examination profiles. The profiles include the candidate's final multiple score (FMS), their standard score and advancement status. Also, the profile shows the Sailor's relative standing with all other Sailors in their rate in each of the subject-matter sections of the exam. This is an excellent tool for those not selected for advancement because it clearly shows the specific subjects they need to study harder.

hit the gym for a moderate workout. And, get a good night's sleep.

* Pace yourself. You have three hours to take the exam. Start by reading all the questions and answers. Go back and mark the answers on those you know. Remember, your first choice is usually the best choice. If you really don't know the answer, move on to the next question. Don't try to talk yourself out of a good answer. Go back and review the tougher questions. If you still aren't sure, take an educated guess rather than leaving the answer blank. You

aren't graded by the number of wrong answers, but on the number of correct responses.

Exam scoring

Commands send answer sheets by registered mail to the Naval Education and Training Program Management Support Activity (NETPMSA) in Pensacola. The sheets are scanned and transferred to magnetic tape then computer scored at Naval Computer and Telecommunications Station, NAS Pensacola. Exams are given a standard score.

The FMS: Making the cut

The standard score from the exam is factored into the final multiple score (FMS).

The FMS shows who makes the cut and is ultimately advanced or becomes selection board eligible.

The FMS is compiled for E-4s through E-6s by factoring the test

score, time in service, performance mark averages, time in rate, awards and passed not advanced (PNA) points (see the chart).

Sailors competing for E-4 through E-6 in each rating are ranked according to their FMS – the highest FMS is at the top, followed by the others in descending order to the last person with the lowest FMS.

Advancement quotas are matched to the ranking. Sailors are advanced starting with those holding the highest FMS and working down until openings are filled.

For E-7 candidates, the FMS determines who is selection board eligible. Their FMS includes only the standard score and performance marks.

Chiefs picked by selection boards

Candidates for chief petty officer become selection board eligible if their FMS makes the grade. Board members review their records and select the best possible Sailors to fill vacancies in each rating.

Selection boards review senior chief and master chief candidates as well. Candidates must be recommended by their commanding officers and must meet all other qualifications, such as required correspondence courses, time in rate, etc.

E-7 through E-9 selection boards convene annually. "The Back Page" of *Link* lists board dates.

An equal chance to compete

There are no guarantees that meeting all requirements will result in a Sailor being advanced.

The Navy system, however, guarantees each Navy man or woman an equal opportunity to compete for vacancies. ‡

Computing Your Final Multiple

Factor	Exam Pay grade	Computation	E-4, E-5 Max. Points (%)	E-6 Max. Points (%)	E-7 Max. Points (%)
Standard Score (SS)	E-4 to E-7	Indicated on Exam Profile Sheet	80 (35%)	80 (30%)	80 (60%)
Performance Factor	E-4, E-5, E-6, E-7	PMA x 60 - 170 PMA x 60 - 148 PMA x 13	70 (30%)	92 (35%)	52 (40%)
Total Act. Service (TAS) (15 years max. TAS)	E-4, E-5, E-6	(TAS - TIR) + 15 (TAS - TIR) + 19	30 (13%)	34 (13%)	
Time in Rate (TIR) (7.5 years max. TIR)	E-4, E-5, E-6	2 x TIR + 15 2 x TIR + 19	30 (13%)	34 (13%)	
Awards	E-4, E-5, E-6	Values Listed in Para. 418 AdvMan	10 (4.5%)	12 (4.5%)	
PNA Points	E-4, E-5, E-6	As Indicated on Past Profile Information	10 (4.5%)	12 (4.5%)	
Max. FMS Possible			230 (100%)	264 (100%)	132 (100%)

To determine the performance mark average (PMA) for E-4 to E-7 candidate: Compute PMA for advancement candidates by adding all trait marks assigned for all the present pay grade evaluations prepared during the period specified (see BUPERS Note 1418) and divide by the total number of marks assigned, excluding the traits in which member is graded as *Not Observed* (NOB). Do not average individual evaluation reports.

Checklist for advancement

- ☐ Study, study, study.
- ☐ Demonstrate leadership, military and professional knowledge.
- ☐ Ensure performance evals reflect your strengths and achievements.
- ☐ Meet all requirements, such as time in rate and mandatory correspondence courses.
- ☐ Successfully complete service schools, as required.
- ☐ Get your commanding officer's recommendation.
- ☐ Meet all physical readiness standards outlined in OPNAVINST 6110.1C.

Career

Rate	E1 SR/AR/FR/ DR/HR/CR	E2 SA/AA/FA/ DA/HA/CA	E3 SN/AN/FN/ DN/HN/CN	E4 PO3
Billet Assignment	As assigned	As assigned	As assigned	As assigned
Target Advancement	<i>This is the minimum target for advancement. Time in service averages may differ for your rating.</i>	9 mos	18 mos	2 yrs
Time in Rate Requirement	9 mos	9 mos	6 mos	12 mos
Navy Leadership Development (mandatory)	<i>Refer to the Advancement Handbook for Petty Officers for your rating to find references and special requirements.</i>	<ul style="list-style-type: none"> •BMR •SN/AN/FN Course •Verify rating entry requirements for "A" school or OJT 	<ul style="list-style-type: none"> •MR PO3 •PARS PO3 •Rate Training Course (as required) •NW Exam 	<ul style="list-style-type: none"> •MR PO2 •PARS PO2 •Rate Training Course •NW Exam
Leadership Self-Development Courses & Qualifications (voluntary and nominative)	<ul style="list-style-type: none"> •Naval Orientation •Navy Regulations •Safety Afloat •Equal Opportunity in the Navy •Human Behavior •Basic Skill Courses •ESWS/EAWS/SCWS/SS as available •Professional Reading List (see Navy Leader Planning Guide) •National Apprenticeship Program Certification •Watch Standing Qualifications (most senior in rate) 			
Off-duty Education	<ul style="list-style-type: none"> •English Composition •Basic Mathematics or College Algebra •Computer Literacy 			
Key	BMR = Basic Military Requirements; MR = Military Requirements; NW = Navywide; NLDP = Navy Leadership Development Program			

r M a p

**E5
PO2**



**E6
PO1**



**E7
CPO**



**E8
SCPO**



**E9
MCPO**



Work Center
Supervisor

Dept./Div.
LPO

Dept./Div LCPO
CPOIC

Dept./Div.
LCPO

Dept./Div. LCPO
Div. Off./CMC

3 yrs

6yrs

9 yrs

12 yrs

15 yrs

36 mos

36 mos

36 mos

36 mos

*At any point in your
career, explore
commissioning paths
such as
Seaman to Admiral,
Naval Academy and
Prep School,
BOOST, OCS, NROTC,
LDO and CWO.*

- MR PO1
- PARS PO1
- Rate Training Course
- NW Exam

- MR CPO
- PARS CPO
- Rate Training Course
- NW Exam

- MR SCPO
- NLDP CPO Course
- Validation SCPO

- MR MCPO
- Validation MCPO

- Advanced Technical Training, "C" Schools
- All other correspondence courses
- Command Training Team Course
- Command Assessment Team Course
- Career Information Training Course
- Stress Management
- TQL
- Navy Leadership Development Program
- Variety of assignments (including recruiting, recruit company commander, instructor and overseas)
- Strong performance at collateral duties such as DAPA, Training PO/CPO, PRT Coordinator, Career Counselor
- CMEQ, Command Training Team, or Command Assessment Team
- Professional Reading List
- National Apprenticeship Program Certification
- Watch Standing Qualifications
- Senior Enlisted Academy

- SOCNAV Enrollment
- Associate's degree by 10th year (rating related)
- Personnel Supervision
- Behavioral Science
- Communication Skills

- Bachelor's degree by 18th year
- Principles of Management
- Organizational Behavior
- Human Resources management

For more information, contact your career counselor or education services officer.

What's in

Left Side

NAVPERS 5510/1

Record Identifier for Personnel Reliability Program

OPNAV 5211/9

Record of Disclosure, Privacy Act of 1974

NAVPERS 5510/3

Personnel Reliability Program Screening and Evaluation Record

OPNAV 5520/20

Certificate of Personnel Security Investigation, Clearance and Access

Current PCS Orders and Endorsements

OPNAV 5350/1

Drug and Alcohol Abuse Statement of Understanding

DD 2366

Montgomery GI Bill (MGIB) Act of 1984

OPNAV 1780/1

Statement of Understanding - Selected Reserve Educational Assistance Program

DD 2384

Selected Reserve Educational Assistance Program (GI Bill) Notice of Basic Eligibility

DD 214

Certificate of Release/Discharge from Active Duty.

DD 398-2

Personnel Security Questionnaire (National Agency Checklist)

DD 1879

Request for Personnel Security Investigation (PSI) (If PSI Pending)

DD 398

Personnel Security Questionnaire (BI/SBI)

NAVPERS 1616/24

Enlisted Performance Evaluations.

DD 1966

Record of Military Processing - Armed Forces of the United States

NAVCRUIT 1133/7

USN Alcohol and Drug Abuse Screening Certificate, Annex "A" to DD 1966 (if present in member's service record)

NAVCRUIT 1133/53

Enlistment Statement of Understanding

NAVPERS 1070/609

Enlisted Performance Record. NAVPERS 1070/605 History of Assignment. Individual Accomplishments Report (IAR).

NAVPERS 1070/617

Career Performance Data Separator - Personal and unit awards, citations, letters of commendation/appreciation.

NAVPERS 1070/615

Record of Discharge - Naval Reserve.

NAVPERS 1070/877

Statements of Service

your record

Right Side

NAVPERS 1070/613

Administrative Remarks (Page 13)

NAVPERS 1070/609

Current Enlisted Performance (Page 9)

NAVPERS 1070/607

Court Memorandum (Page 7)

NAVPERS 1070/606

**Record of Unauthorized Absence
(Page 6)**

NAVPERS 1070/605

History of Assignments (Page 5)

NAVPERS 1070/604

Enlisted Qualification History (Page 4)

NAVPERS 1070/603

Enlisted Classification Record (Page 3)

NAVPERS 1070/602

**Dependency Application/Record of
Emergency Data (Page 2)**

SGLV 8286

**Servicemen's Group Life Insurance
Election and Certificate**

NAVCOMPT 3072

Dependency Status Action

OPNAV 1740/1

Navy Dependent Care Certificate

DD 1172

**Application for Uniformed Services
Identification Card/DEERS Enrollment,
of Member and/or Dependents (Current
Copy)**

NAVPERS 1070/622

**Agreement to Recall or Extend Active
Duty (Page 13)**

NAVPERS 1070/621

**Agreement to Extend Enlistment
(Page 1A)**

NAVPERS 1070/601

**Immediate Reenlistment Contract
(Page 1)**

DD 4

**Enlistment/Reenlistment Document-
Armed Forces of the United States,
WITB Annex(es), when applicable.**

Small errors can cost you big time

Photos by PH1 D.L. Anglin

He was a fine Sailor in every respect. He made petty officer 1st class in six years and was now up for chief. He completed various educational courses, his evaluations were outstanding, he was known and respected as a good leader at his command and was involved in many volunteer projects in his community. Everything was in order and all the right "tickets were punched" for him to make chief ... or so he thought.

When the results were announced, his name wasn't on the list. Why? Because he overlooked one small detail. He failed to check his microfiche. Some documents never made it to his record.

This scenario could happen to you. Don't let it. Remember, you are responsible for the completeness and accuracy of your record. Don't let a small mistake cost you an advancement.

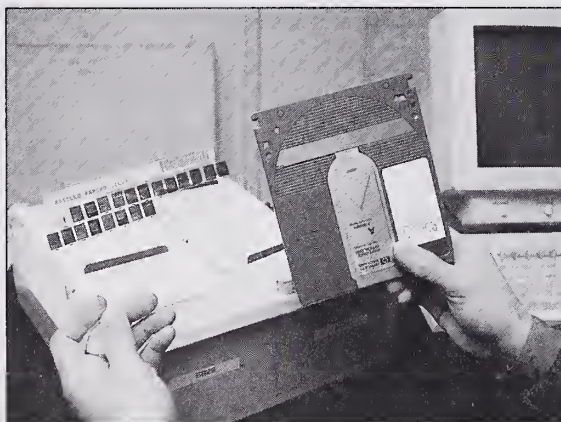
Order a microfiche copy of your record by mailing a NAVPERS Form 1070/879 request to:

*Bureau of Naval Personnel
Pers-313C1 REC2 Navy Annex
Washington, D.C. 20370-3130*

This request must include your full name, SSN, address and your signature for processing. You may also request a hand-held microfiche viewer by including a \$4 check or money order payable to the U.S. Treasury Department, but nearly all commands have microfiche viewers.

Address questions to Bureau of Naval Personnel, Pers-313, 2 Navy Annex, Washington, D.C., 20370-3130. DSN: 224-3373/3377/2821; commercial (703) 614-3373/3377/2821.





▲ Sailors' microfiche will eventually be replaced by the optical disk, which is capable of holding 230 records. Microfiche, however, will still be used for the master filing system at BUPERS.

▲▲ Janet J. Bingman collects I.D. cards in the record reviewing room from Sailors wishing to review their microfiche.

◀ Man Ong pulls a Sailor's microfiche from the huge master filing system located at BUPERS.

Detailer Directory

Position	Phone	DSN	DSN Fax
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PERS 291 – Schools Management

Branch Head	(703) 614-1144	224-1144	224-8413
Assistant Branch Head	(703) 614-1144	224-1144	224-8413
Fleet A School Assignments	(703) 614-1144	224-1144	224-8413

PERS 292 – Reenlistment Incentives

Conversion Supervisor	(703) 693-1339	223-1339	224-8413
All Conversions	(703) 693-1339	223-1339	
SCORE Program	(703) 693-1339	223-1339	
STAR program	(703) 693-1339	223-1339	
SRB Supervisor	(703) 695-0654	225-0654	
ADV/RMG AMT	(703) 695-0654	225-0654	
SRB BCNR Technician	(703) 695-0654	225-0654	

PERS 401– Seabee/SEAL/EOD/Fleet Divers

CE, UT, BU, EA, SW, EO, CM

Rating Assignment Officer	(703) 614-3606	224-3606	223-7298
All Detailers	(703) 614-4564	224-4564	223-7298

SEAL, EOD, Fleet Divers, SWCC

Rating Assignment Officer	(703) 614-1091	224-1091	223-7298
All Detailers	(703) 614-1091	224-1091	223-7298
In-service Recruiter	(703) 614-1091	224-1091	223-7298
Schools Coordinator	(703) 614-1091	224-1091	223-7298

PERS 402 – Engineering/Hull

BT, EM, MM

Rating Assignment Officer	(703) 693-1866	223-1866	223-1499
BT E1-E9	(703) 697-4746	227-4746	
BT Schools	(703) 697-4809	227-4809	
EM E1-E9	(703) 697-4866	227-4866	
MM E4-E9	(703) 697-4796	227-4796	
MM E1-E3/Avails/A school	(703) 693-1493	223-1493	

DC, EN, GS, HT, IC, MR, IM, OM, PM, ML

Rating Assignment Officer	(703) 693-1865	223-1865	223-1499
DC E1-E9	(703) 697-4810	227-4810	
EN E1-E9	(703) 697-4797	227-4797	

Position	Phone	DSN	DSN Fax
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GS/GSE/GSM E7-E9	(703) 697-4793	227-4793	223-1499
GSM/GSE E1-E6/C school	(703) 697-4793	227-4793	
HT Detailers	(703) 697-4796	227-4796	
IC Detailers	(703) 697-4995	227-4995	
MR E1-E9/IM, OM, ML, PM	(703) 697-4868	227-4868	

Switchboard numbers for all of the above: (703) 697-4746/47/96/97;
 DSN: 227-4746/47/96/97; (703) 697-4809/10/43/68; DSN: 227-4809/10/
 43/68/66; (703) 697-4993/95; DSN: 227-4993/95



PERS 403 - Submarine/Nuclear Power

Submarine Engineering Assignments, Surface Nuclear Power

Rating Assignment Officer	(703) 693-1444	227-5971	224-8785
Assistant RAO	(703) 697-6334	227-5971	
All Nuclear Detailers	(703) 697-5971	227-5971	
MM(SS) non-nuclear detailers	(703) 697-5927	227-5927	
IC(SS), EM(SS) non-nuclear Detailers	(703) 695-1268	225-1268	



YNC(AW) Nancy R. Hubbell (left) of Trenton, TX, AZC(AW) Cynthia Burnett (center), of Cave Springs, GA, and HMC Susan Adams (right), of Pitcairn, PA show off their new anchors at their initiation.

Position	Phone	DSN	DSN Fax
CNO Special Projects	(703) 693-1456	223-1456	224-8785

Submarine Strategic Weapons, Combat Systems Assignments

Rating Assignment Officer	(703) 697-6311	227-6311	224-8785
ET/332X-333X SWS	(703) 697-5754	227-5754	
MT, TM, FT, STS Detailers	(703) 697-5754	227-5754	
NUCON/OVHLs/DMP.	(703) 697-6311	227-6311	
DEACTS			

Submarine Navigation, Ops, Supply, Admin and COB Assignments

Rating Assignment Officer	(703) 697-6311	227-6311	224-8785
ET SSN, RM, SK, MS, QM,	(703) 697-5754	227-5754	
COB, YN Detailers			

Submarine Pipeline, Nuclear Power Training Section

Rating Assignment Officer	(703) 693-1474	227-5025	224-8785
Nuclear Power, Submarine	(703) 697-5024	227-5024	
Training Coordinator	(703) 697-5024	227-5024	
Disqual, Medical Waiver	(703) 697-5024	227-5024	
Sub.			
Vol. Coord., conversions,	(703) 697-5024	227-5024	
reinstatements			

Other Numbers

223A NEC Processor	(703) 614-0805	224-0805
232D Navy Career Info Program Manager	(703) 614-5512	224-5512
254 Enlisted Separations/Reenlistments	(703) 614-1285	224-1285
254C Favorable Separations		224-9482
254D ENCORE	(703) 697-3800	227-3800
Sec/High-Year Tenure		
27D Early Retirement/ Fleet Reserve	(703) 614-3366	224-3366
272 Non-Disability Retire/BR/SRB	(703) 614-3366	224-3366
273 Fleet Reserve Branch	(703) 614-3061	224-3061
274 Active-Duty Service Comp. Branch	(703) 614-1584	224-1584
275 Medical/LIMDU Branch	(703) 614-4205	224-4205
291D Fleet A School Section	(703) 614-8093	224-8093

TAR Detailing Directory

FAX numbers: DSN 363-6211; commercial (504) 942-6211
Toll free: 1-800-535-2699 and the last four digits below.

Director	(504) 942-6210	363-6210
Admin Support Supervisor		
SCPO/MCPO	(504) 942-6205	363-6205
AD/AE	(504) 948-5412	363-5412
AM/PR/AS	(504) 948-1214	363-1214
AT/AO/AN	(504) 948-5488	363-5488
PN/NC/DP/Special Programs	(504) 942-6207	363-6207
YN	(504) 942-6208	363-6208
SK/AK/DK	(504) 948-1599	363-1599
HM/MS/SN	(504) 948-1779	363-1779
AW/AC/AZ/AG/	(504) 948-1326	363-1326
Aircrew/Security		
EN/HT/MR/DC/FN	(504) 942-6206	363-6206
BM/ET/RM/EM/IC	(504) 942-6209	363-6209
NEC Mgr, School Quotas	(504) 948-1217	363-1217

Position	Phone	DSN	DSN Fax
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PERS 404 – Aviation

AE, AT, AF/AV, AO

Rating Assignment Officer	(703) 614-8082	224-8082	223-1392
AV, AF; NEC 8300	(703) 614-8365	224-8365	
AE, AO	(703) 614-8365	224-8365	
AT E7-E8	(703) 614-8365	224-8365	
AT E1-E6, AV A, AFTA	(703) 614-8337/	224-8337	

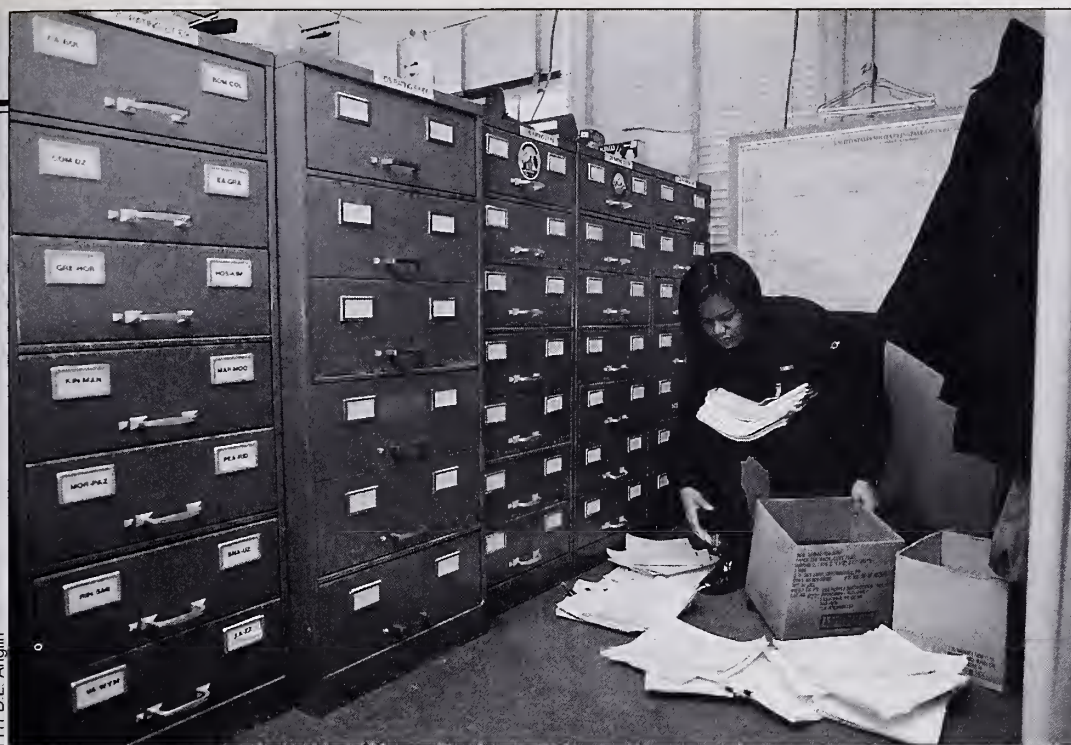
AB, AC, AD, AG, AS, AZ, PH, PR

Rating Assignment Officer	(703) 697-6541	227-6541	223-1392
All Detailers	(703) 697-6543	227-6543	

AME, AMH, AMS, AW, AM, Aircrew, New Construction

Rating Assignment Officer	(703) 697-0699	227-0699	223-1392
AME, AMH, AMS	(703) 697-4224	227-4224	
AW E1-E9	(703) 697-4319	227-4319	
Aircrew Designations	(703) 697-4319	227-4319	
New Construction	(703) 693-1393	223-1393	





OSSR Kia Thomas, of Atlanta, GA, sorts out requisitions in the OS detailer's office.

Position	Phone	DSN	DSN Fax	Position	Phone	DSN	DSN Fax
PERS 405 – Admin, Deck, Supply				GMM E1-E6/WT E1-E9	(703) 693-3538	223-3538	223-3544
DM, JO, LN, NC, PN, RP, YN				OS E7-E9	(703) 697-6756	227-6756	
Rating Assignment Officer	(703) 697-6422	227-6422	224-6433	OS E5-E6 LANT	(703) 697-6757	227-6757	
All Detailers	(703) 697-6422	227-6422		OS E5-E6 PAC	(703) 693-3541	223-3541	
BM, QM, SM, MA				OS E1-E4	(703) 697-6755	227-6755	
Rating Assignment Officer	(703) 697-1224	227-1224	224-6433	OS schools	(703) 697-6758	227-6758	
SM Detailers	(703) 697-1525	227-1525		RM, ET			
QM Detailers	(703) 697-1538	227-1538		Rating Assignment Officer	(703) 693-3548	223-3548	223-3544
MA Detailers	(703) 697-6477	227-6477		ET E7-E9	(703) 697-4343	227-4343	
BM Detailers	(703) 695-8577	225-8577		ET E1-E6 LANT	(703) 697-4341	227-4341	
MS, PC, SH, LI, AK, DK, SK				ET E1-E6 PAC	(703) 693-1480	223-1480	
Rating Assignment Officer	(703) 697-5809	227-5809	224-6433	ET training & A school	(703) 697-8895	227-8895	
All Detailers	(703) 697-5809	227-5809		RM E7-E9	(703) 697-4637	227-4637	
PERS 406 – Technical				RM E1-E6 LANT	(703) 697-4635	227-4635	
FC, GM, OS				RM E1-E6 PAC	(703) 693-3534	223-3534	
Rating Assignment Officer	(703) 693-3549	223-3549	223-3544	RM training	(703) 697-4634	227-4634	
FC E7-E9	(703) 697-6567	227-6567		DP, DS, OT, MN, STG, TM			
FC E1-E6 LANT	(703) 697-6568	227-6568		Rating Assignment Officer	(703) 693-3547	223-3547	223-3544
FC E1-E6 PAC	(703) 693-3540	223-3540		DP E6-E9	(703) 693-3537	223-3537	
FC E1-E4 schools	(703) 693-3551	223-3551		DP E1-E5	(703) 697-5070	227-5070	
GM E7-E9	(703) 697-6565	227-6565		DS E6-E9	(703) 697-5066	227-5066	
GMG E1-E6	(703) 697-6566	227-6566		DS E1-E5	(703) 693-4280	223-4280	
				OT/OTA/OTM	(703) 697-7656	227-7656	
				MN	(703) 693-3546	223-3546	
				STG E6-E9	(703) 697-7653	227-7653	
				STG E1-E5	(703) 697-7654	227-7654	
				STG schools	(703) 693-3543	223-3543	
				TM	(703) 693-3545	223-3545	

DETAILING

Position	Phone	DSN	DSN Fax
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PERS 407 – Medical, Dental

HM, DT

Rating Assignment Officer	(703) 614-4547	224-4547	224-2050
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All Detailers	(703) 614-4547	224-4547	
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PERS 408 – Technical

CT, IS, EW

Rating Assignment Officer	(703) 614-2889	224-2889	227-0992
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Office Manager	(703) 614-3131	224-3131	
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Admin Supervisor	(703) 614-3131	224-3131	
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CT and IS Detailers	(703) 614-3131	224-3131	
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EW Detailer	(703) 693-3083	223-3083	
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PERS 409 – Sea Special Programs

Sea Special Programs

Branch Head	(703) 695-7251	225-7251	223-1425
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Asst. Branch Head	(703) 695-7251	225-7251	
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Section Head - New	(703) 695-7252	225-7252	
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New Construction

Assistant Head/LCAC	(703) 695-7253	225-7253	
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Detailers	(703) 695-7283	225-7283	
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Surface Programs

Section Head	(703) 695-7255	225-7255	223-1425
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DECOM	(703) 695-7255	225-7255	
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Home port change	(703) 695-9340	225-9340	
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Women in Ships	(703) 694-5615	224-5615	
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PERS 4010 - Special Programs

Assistant Branch Head	(703) 695-7688	223-7688	223-1911
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Admin	(703) 695-7688	223-7688	
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Brigs NEC-9548,	(703) 695-9316	225-9316	
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CCUs NEC-9575,	(703) 695-9316	225-9316	
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NACUs, Operation	(703) 695-9316	225-9316	
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Deep Freeze, EOP	(703) 695-9316	225-9316	
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Specialist NEC-9515,	(703) 695-9316	225-9316	
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NAVLEAD	(703) 695-9316	225-9316	
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Instructor NEC-9518,	(703) 695-9317	225-9317	
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Drug & Alcohol Abuse	(703) 695-9317	225-9317	
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Counselor NEC-9519,	(703) 695-9317	225-9317	
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9522, Flag Quarters,	(703) 695-9317	225-9317	
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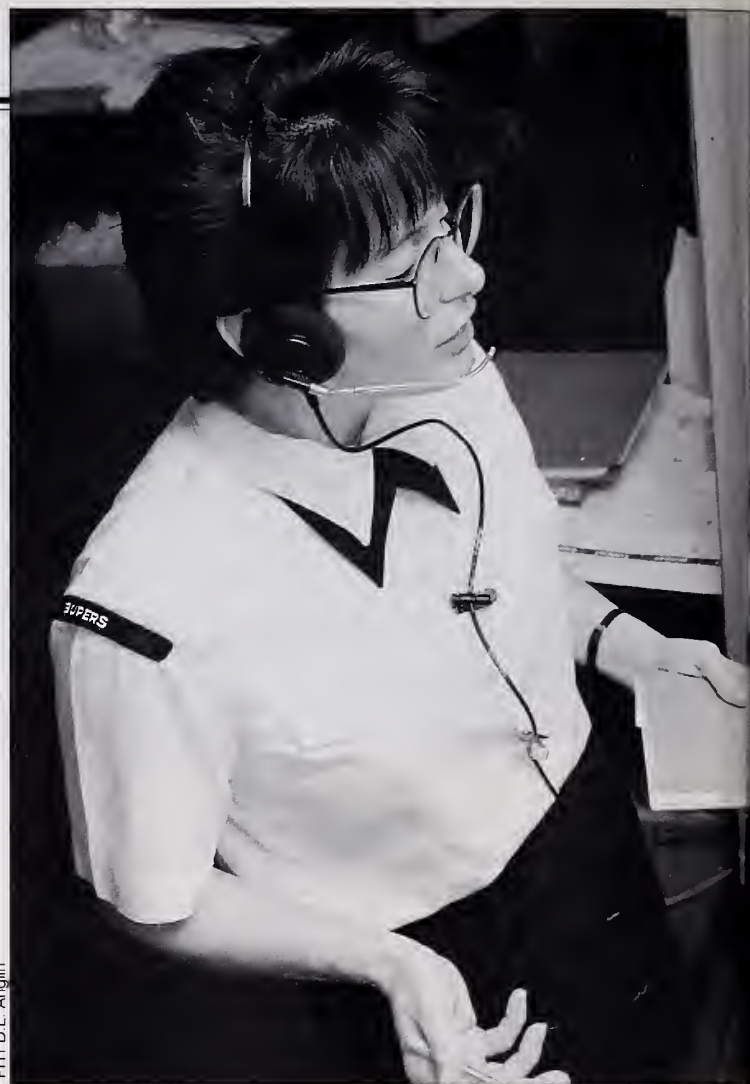
Flag Messes	(703) 695-9317	225-9317	
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Major Washington Staff,	(703) 695-7687	225-7687	
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Headquarters Activities	(703) 695-7687	225-7687	
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Joint, Area Placement	(703) 695-9317	225-9317	
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Staffs, MAAGS,	(703) 695-9317	225-9317	
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Position	Phone	DSN	DSN Fax
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MISSIONS, NATO;	(703) 695-9317	225-9317	
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Asst. MAAGS,	(703) 695-9317	225-9317	
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MISSIONS, PEP	(703) 695-9317	225-9317	223-1911
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Physical Security	(703) 697-4061	227-4061	
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NEC-9545			
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Recruit Company Cmdr.	(703) 695-9316	225-9316	
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NEC 9508, MEPS,	(703) 695-9316	225-9316	
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Women in Navy	(703) 695-9316	225-9316	
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NEC 9999, Art	(703) 695-9316	225-9316	
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Instructor, SERE	(703) 695-9316	225-9316	
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Instructor NEC 9505,	(703) 695-9316	225-9316	
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DLEILC, USS	(703) 695-9316	225-9316	
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Constitution	(703) 695-9316	225-9316	
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Recruiting, Recruiting	(703) 693-1910	223-1910	
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Supervisor, Career	(703) 693-0758	223-0758	
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Recruiter Force	(703) 693-0758	223-0758	
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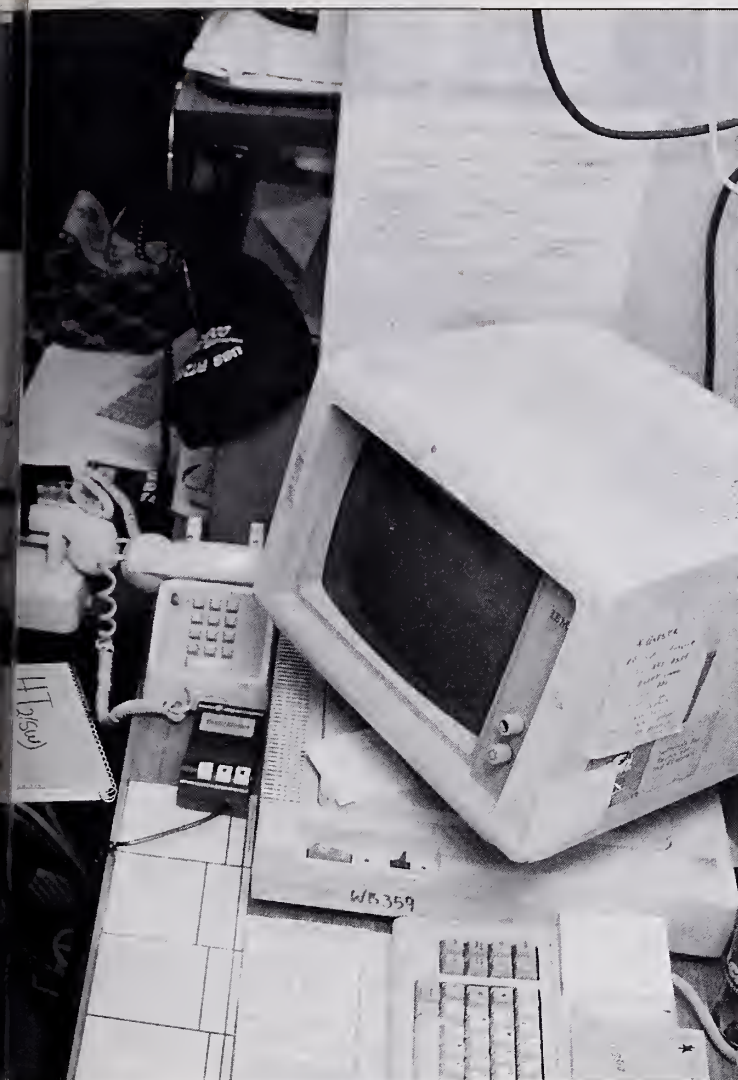
Recruiters NEC 9568	(703) 693-1910	223-1910	
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NEC 9585 E5	(703) 693-1912	223-1912	
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Senior Enlisted Academies	(703) 693-1909	223-1909	
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Shore and Overseas	(703) 693-1909	223-1909	
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Disestablishments	(703) 693-1909	223-1909	
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HT1 (SW) Valerie A. Burnham, of Sarasota, Fla., is a detailer at BUPERS.

Position	Phone	DSN	DSN Fax
TEMAC Monitor	(703) 614-8555	224-8555	

PERS 462 – Distribution Quality Assurance

Branch Head	(703) 693-2948	223-2948	225-5780
TAD Augmentation	(703) 693-1192	223-1192	
Assistant			
Officer Distribution QA	(703) 693-1200	223-1200	
Enlisted Distribution QA	(703) 693-1194	223-1194	
Overseas Screening	(703) 693-1188	223-1188	
Coordinator			

PERS 6MM - Musician

MU

Division Director	(202) 685-0570	325-0570	325-0630
Deputy Division Director	(202) 685-0570	325-0570	
All Detailers	(202) 685-0570	325-0570	

PERS 831 - Inservice Quality Control

Branch Head	(703) 614-8223	224-8223	224-4009
Petty officer quality control	(703) 614-8223	224-8223	
Administrative assistant	(703) 614-8223	224-8223	



Electronic Technicians line the hallway at BUPERS waiting to see their detailer.

Making all the

ENLISTED DUTY PREFERENCE FORM

1. Ready to move? Approximately 12 months before your projected rotation date (PRD), you should review your duty preference sheet and update it if necessary. The quickest way to let your detailer know where you want to go is to update your duty preference using the electronic bulletin board, BUPERS Access. (See P. 45 for more info on BUPERS Access.)

Talk with your family and career counselor about your plans and where you want to go and listen to recommendations. Then fill out the duty preference sheet. If you have special considerations, such as an exceptional family member, put it on your preference sheet. member, put it on your preference sheet.



2. When to call. Nine months before your PRD is when to check in with your detailer. Read "The Back Page" of *Link* to determine when the first requisition (req) of the month will occur. Reqs are posted about every two weeks and list billet vacancies for the current PRD window - six months for most orders and nine months for others.

Most detailers take a few hours of the first day of a req cycle to make sure the new req is correct. This process can take up to six hours for NEC-intensive ratings like electronics technician, aviation electronics technician or postal clerk, so it's usually better to call a day after the req is posted.

If you're overseas, check *Link* for the night detailing schedule — it is normally the second working day after the req comes out.



3. What to say. Plan your call. Have your duty preference sheet available and make a list of what you want to say. Know whether you are shore or sea duty eligible. (Your CCC can tell you.) Know what is most important to you and your family. You will live with the decision from this negotiation process for the next three to five years.

If sea duty eligible, consider traditional

sea duty (ships/squadrons) (type 2), overseas sea duty (type 4) or arduous overseas shore duty (type 3).

Most selection boards look for Sailors who take hard jobs in relatively traditional career patterns. That is, if you continually take type 3 duty as opposed to type 2 or 4 duty, you may not be looked upon highly by a selection board of Sailors who went to sea in ships and squadrons. On the other hand, if your rating is one with little sea duty opportunity, such a decision may be OK.

Remember to expect at least one overseas tour in your career (and more than one if you are in a rating with a CONUS/OCONUS rotation). This assignment may be a type 3 or type 6 (neutral overseas shore duty). Do you want to pick the timing and location, or have it dictated to you at some later date because it's "your turn?"

Know what the traditional jobs are for your rating and pay grade on sea or shore duty. Talk with your chief or other senior person who knows what some of these jobs are. Your detailer can also help guide you.

If you're shore eligible, be aware if your rating puts Sailors in your pay grade into general duty jobs. General duty assignments are jobs that are administratively assigned to your rating to provide sea-shore rotation but do not require specific skills of your rating, for example, base master-at-arms force billets.

Special programs are mostly, but not entirely, CONUS or overseas shore duty. Petty officers of all grades are eligible for assignment to jobs in various special programs, including recruiting, recruit company commander, physical security, equal opportunity, brig and drug and alcohol abuse counseling.

Most ratings are required to provide at least some Sailors to fill positions in each of these special programs.

Find out if you are eligible for any special incentives.

After you have gone through all that, talk to your CCC or chief and ask if what you plan to discuss sounds reasonable.

right moves



Approval chances are reduced if another Sailor is ordered into your current billet.

duty station. PERS 40BB processes such actions.

4. The call. Listen and take notes on what the detailer says. Don't be a victim of "selective listening" (hearing only what you want to hear) or forgetting important elements of the conversation.

Verify the detailer has your latest duty preference sheet. Tell the detailer what you want to do and listen for his or her advice. If you need to talk with your family, remember another Sailor may choose the billet you are thinking about, and it may not be there when you get back to the detailer. Consider having your spouse with you when you call.

When you settle on a set of orders, write down what training will be required and when the detailer thinks you will get it.

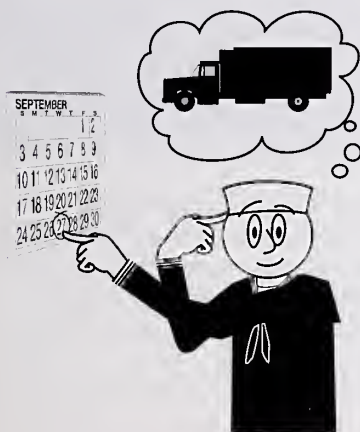


6. Orders. Detailers will write orders within a few days of the agreement they make with you. Most special programs and all overseas assignments require screening by your old command.

If you or a family member fail screening, a decision must be made whether you will go unaccompanied to the new



7. New PRD. The PRD at the gaining activity depends on where it is. If overseas, it is normally the DOD tour. If CONUS shore, it is normally the length of a normal shore tour (NST) for the Sailor's rate. If CONUS sea duty, it is the prescribed sea tour.



5. Transfer date. Detailers will normally write orders in the window three months before to four months after the month of your PRD. A transfer earlier than this eight-month window requires your command to release you by message or letter. A later transfer requires a command-endorsed NAVPERS 1306/7 requesting an extension. Such actions need to occur before the nine-month date when your billet appears on the req.

Checklist for calling

- ☛ Talk to your career counselor.
- ☛ Be sure it's time to call. That's between six and nine months before your PRD.
- ☛ Have more than one plan. Map your career goals in advance.
- ☛ Talk to your spouse.
- ☛ Be prepared. Write down your detailer's name and phone number and your full name, SSN, rate and return phone number. Also, jot down your top priorities and any questions you have. Be specific. Keep this in front of you when you call.
- ☛ Tell the operator if you are calling from overseas.
- ☛ Be ready to make a decision.

PCS: On the road again

Packing up and moving out is a routine every Sailor faces while on active duty. Whether you're ashore or at sea, knowing the ins and outs of how to move will dictate if your move will be a success or not. Plan ahead. As soon as you get your orders in hand, call the Personal Property Transportation Officer for the facts (PPTO). Here's what they suggest when it's your turn to move.

Getting started

- ★ Look around your house and discard what you don't need or rarely use.
- ★ Plan your move at least 30 days in advance.
- ★ Have the PPTO counselor advise you of the number of shipments you are authorized.
- ★ Don't forget to keep 12 copies of your orders so you have enough to cover each type of shipment, whether it's cold storage, partial, overseas etc.

What can or can't I ship?

- ★ You may ship household furnishings; appliances; boats; clothing and personal effects; professional books, papers and equipment; spare parts for a privately-owned vehicle; a motorcycle or golf cart.
- ★ Certain items such as live plants, perishable foods, aerosol cans, flammables and acids are not authorized.
- ★ Your personal property counselor will provide you with a complete list of authorized and unauthorized items.

You and the packers

- ★ PPTO counselors make all the arrangements with the moving company to pack, load and move your property.
- ★ You are responsible for dismantling TV antennae; emptying, defrosting and thoroughly washing the inside of a refrigerator and/or freezer; draining water from hot tubs and water beds; removing window air conditioners; disconnecting all



U.S. Navy file photo

electric items from power supplies; disposing of foods that could spill or might spoil in transit; disposing of worn out and unneeded items; removing pictures, curtain rods and mirrors from walls; dismantling outdoor play equipment and outdoor structures; and removing all things from the attic or similar storage area within the residence.

★ The carrier is responsible for packing and preparing all of your property for shipment. The carrier must protect your possessions with clean packing material, specially designed cartons, etc.

★ They must remove all excess packing material from your residence.

★ Contact the PPTO at your new duty station as soon as possible after arriving, even though you may not have your new address.

Weight limitations

- ★ Two factors govern the weight allowance for household goods you can ship at government expense: your pay grade and the location of your duty station.

Joint Federal Travel Regulations Weight Allowances (Pounds)

Grade	PCS Without Dependents	PCS With Dependents	PCS* Weight Allowance
O-10	18,000	18,000	2,000
O-9	18,000	18,000	1,500
O-8	18,000	18,000	1,000
O-7	18,000	18,000	1,000
O-6	18,000	18,000	800
O-5	16,000	17,500	800
O-4/W-4	14,000	17,000	800
O-3/W-3	13,000	14,500	600
O-2/W-2	12,500	13,500	600
O-1/W-1	10,000	12,000	600
E-9	12,000	14,500	600
E-8	11,000	13,500	500
E-7	10,500	12,500	400
E-6	8,000	11,000	400
E-5	7,000	9,000	400
E-4**	7,000	8,000	400
E-4*	3,500	7,000	225
E-3	2,000	5,000	225
E-2/E-1	1,500	5,000	225

* Two years or less

**More than two years

* Entitlement is limited to 2,000 pounds or 25 percent of household goods weight allowance, whichever is greater, when shipment is to or from an overseas station that has been designated by the military service as a place where public quarters or private housing is furnished with government-owned furnishings.

★ Separate professional items and authorized consumables from the rest of your property so they may be packed, marked and weighed separately.

The government pays for two different types of storage — temporary (short-term) and non-temporary (long-term) storage.

★ The total weight of all your shipped or stored items in all your shipments should not exceed your authorized weight allowance (See the above table for weight allowances.)

★ You are allowed to ship one privately-owned vehicle (POV) at government expense to or from an overseas area when permitted (some overseas areas restrict shipment of POVs).

★ A moving alternative is the Do It Yourself (DITY) move. It allows you to rent a vehicle, packing equipment, purchase boxes, etc., and allows for an advance pay for gas and tolls.

Overseas PCS tips

Overseas screening must be accomplished within 30 days of receipt of orders.

★ Service members and family members must be screened. Family members of service members who elect an unaccompanied tour must still be screened.

★ Screening waivers for family members will only be granted if spouse refuses to be screened or if ex-spouse refuses to allow dependent children to be screened. In these cases the member will be assigned unaccompanied duty.

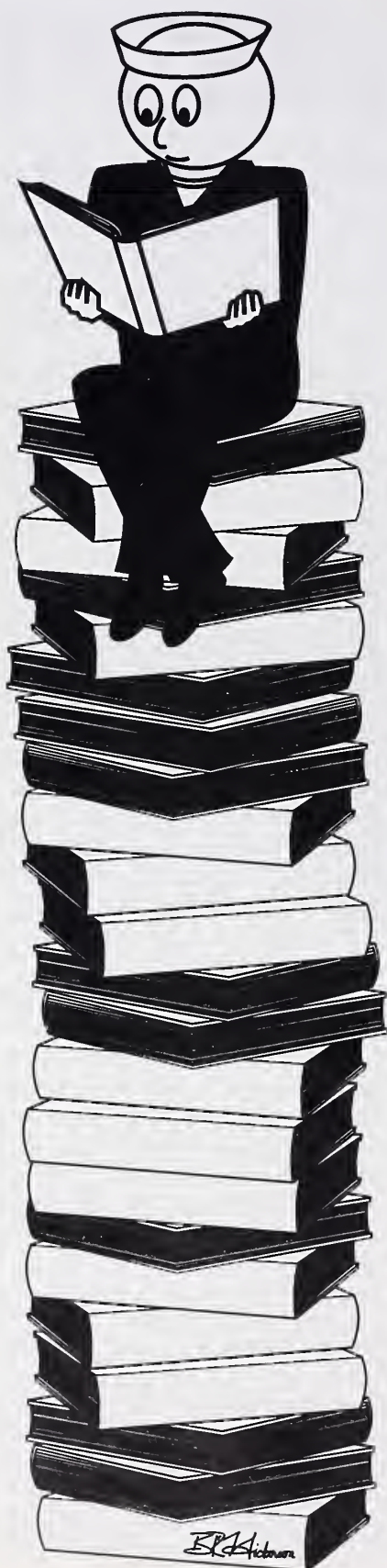
★ Service members with accompanying family members must receive command sponsorship for their family members and family member entry authorization from the overseas command.

★ PSDs will only request command sponsorship for your family members when screening is completed. Some overseas commands do not allow concurrent travel to their location. Ask about requirements for command sponsorship for the area to which you are being assigned.

★ Most overseas locations have a waiting list for obtaining Navy family housing. Members with command-sponsored family members are entitled to temporary lodging allowance (TLA). Finding suitable housing in the host country may be very expensive.

Taking advance pay may cause financial difficulty later. If you don't need advance pay, don't take it.

★ Information concerning overseas transfers can be obtained from the "Enlisted Transfer Manual," Chapter 4, your local PSD or PSA and the Overseas Transfer Information Service by calling DSN 286-5932/33/34/35; (703) 746-5932/34/35; or toll free (800) 827-8197.



Hitting the books

Your education is vital

Higher education is vital to every Sailor's career. The Navy provides numerous programs to help Sailors achieve their educational goals, whether it's earning a journeyman certificate or a college degree.

Sailors benefit from fulfilling educational goals because it increases their promotion potential in the Navy, as well as prepares them for a smoother transition into a career outside the service.

The Navy's goal is making education accessible to all Sailors through a variety of programs.

Navy Campus: the voluntary education program

Navy Campus can help Sailors earn:

- ★ A certificate of civilian apprenticeship.
- ★ An associate's, bachelor's or graduate degree.

Navy Campus helps Sailors reach education goals through educational counseling, testing services and tuition assistance programs.

Navy Campus Education Specialists

Civilian education specialists assist Navy personnel in planning their educational program. These specialists help with such things as:

- ★ Establishing realistic educational goals,
- ★ Identifying training and experience for college credit,
- ★ Assisting in enrollment and registration,
- ★ Recommending specific courses or programs of study,
- ★ Providing financial assistance,
- ★ Administering tests offered through

DANTES (GED, ACT, SAT, CLEP) and
★ Explaining SOCNV opportunities.

On-Base Navy Campus

The Navy brings college courses directly to its installations worldwide. More than 90 colleges offer classes at 74 sites.

Program for Afloat College Education (PACE)

PACE makes it possible for personnel at sea and remote locations to go to college.

★ PACE is a fully-funded program with civilian instructors berthed on board to teach classes.

★ The PACE II program has been developed because some ships and all submarines cannot accommodate a civilian instructor. Through the PACE II program, courses are delivered electronically through an interactive micro-computer.

Tuition Assistance (TA)

TA is available to all active-duty Sailors. The Navy pays 75 percent of all tuition costs for all officers and enlisted, subject to the following constraints:

★ Undergraduate: 75 percent of a maximum of \$125 per credit hour not to exceed \$285 per course.

★ Graduate: 75 percent of a maximum of \$41.75 per credit hour not to exceed \$395 per course.

★ Independent Study: 75 percent of the cost of the course not to exceed \$1,000 per course.

High School Completion

Service members can complete high school requirements during off-duty time with full cost of classes paid under Navy TA.

Functional Skills Program

This voluntary, on-duty program is designed to improve reading comprehension, math and writing skills.

★ It helps Sailors increase their skill levels to improve their job performance and be prepared to continue their education. Programs can be offered on base and aboard ship.

Service member Opportunity Colleges, Navy (SOCNAV)

SOCNAV is a consortium of 700 colleges and universities that have agreed to reasonable transfer of credit and limited residency requirements for military students.

★ SOCNAV-2, the special associate's degree program, offers 17 fields of study. Currently, 49 accredited colleges have combined to form a worldwide network.

★ SOCNAV-4, the baccalaureate degree program, offers 23 fields of study. Currently, 34 accredited colleges have combined to form a worldwide network.

★ Sailors can work toward a degree through a SOCNAV-2 or SOCNAV-4 college, no matter where they are lo-

cated, and not have to worry about their credits transferring.

Apprentice Program

This program allows Navy enlisted personnel to apply Navy training and credited work experience to a civilian journeyman certificate.

★ Apprenticeships are available through agreement with the Department of Labor in 60 ratings.

American Council on Education (ACE)

The Navy, like the other services, works with the civilian academic community to translate Navy training college credit.

★ ACE teams visit Navy schools to examine course outlines, visit labs and classes and talk to instructors.

★ Their recommendation on the number of college credits that should be giv-

en are published every two years in the "Guide to Evaluation of Educational Experiences in the Armed Services."

Enlisted Education Advancement Program (EEAP)

EEAP offers career-motivated Sailors the opportunity to pursue a course of study at any accredited college or university.

★ EEAP allows Sailors to complete their associate-baccalaureate degree requirements.

★ EEAP selectees receive full pay and allowances (less proficiency pay), but must pay all costs for tuition, books and other fees themselves.

★ The course of study must continue through the summer months and the requirements for an associate degree must be completed in 24 calendar months or less.

PH1 D.L. Anglin



► YN3(SS) Raymond J. Danemiller of Canal Fulton, Ohio, works on a PACE II course while USS Groton (SSN 694) is in port.



★ EEAP selectees incur six years of obligated service.

★ OPNAVNOTE 1510 has further details on EEAP.

Enlisted Commissioning Program (ECP)

ECP provides active-duty Sailors and naval reservists who have previously earned college credit an opportunity to earn a regular commission.

★ Selectees receive PCS orders to a college or university which has a Naval Reserve Officers Training Corps (NROTC) program. They receive full pay and allowances for their enlisted pay grades and are eligible for advancement.

★ Students pay for room and board, tuition, fees, books and other living and school expenses.

★ Selectees are expected to complete degree requirements for a non-technical degree within 30 calendar months or a technical degree within 36 calendar months, attending school on a full-time, year-round basis.

★ Interested persons should see their career counselor and check OPNAVNOTE 1530 or contact the Enlisted Commissioning Program Manager, Chief of Naval Education and Training, NAS Pensacola, Fla. 32508-5100 for additional information.

Broadened Opportunity for Officer Selection and Training (BOOST)

BOOST is a college prep program that helps enlisted selectees improve their academic skills to pursue a baccalaureate degree and a commission through NROTC or the Naval Academy.

★ The BOOST program provides college preparatory instruction emphasizing mathematics, the physical sciences and the communication skills of reading, writing, listening and speaking.

★ The program also provides educational and personal counseling, development of study skills and time management.

★ The basic BOOST program is followed by an eight-week NROTC preparatory session for participants receiving NROTC scholarships.

Contact your career counselor and check OPNAVNOTE 1500 or write the BOOST program manager at Chief of Naval Education and Training, NAS Pensacola, Fla. 32508-5100 for additional information.

Defense Activity for Non-traditional Education Support (DANTES)

DANTES is a DOD agency which supports the voluntary education programs of all the armed services.

DANTES provides many opportunities for special tests for academic credit, college entrance exams and the graduate record examination.

Department of Veterans Affairs

The Department of Veterans Affairs (DVA) manages the following basic educational assistance programs for service members and veterans: the Vietnam-era GI Bill (VGIB); the Veterans Educational Assistance Program (VEAP); and the Montgomery GI Bill (MGIB), including the Selected Reserve GI Bill.

For personal assistance with VEGIB, VEAP or MGIB contact:

Bureau of Naval Personnel (Pers 602B) Washington, D.C. 20370-5000,
Phone: DSN 224-5934/5; toll free 1-800-962-1425; or (703) 614-5934/5; Fax (703) 693-6593.

★ For personal assistance with RMGIB contact: Commander Naval Reserve Force (CODE 009E) 4400 Dauphine St. New Orleans, La. 70146-5000,
Phone: DSN 363-1960/1; toll Free 1-800-621-8853; or (504) 948-1962/3/4. †

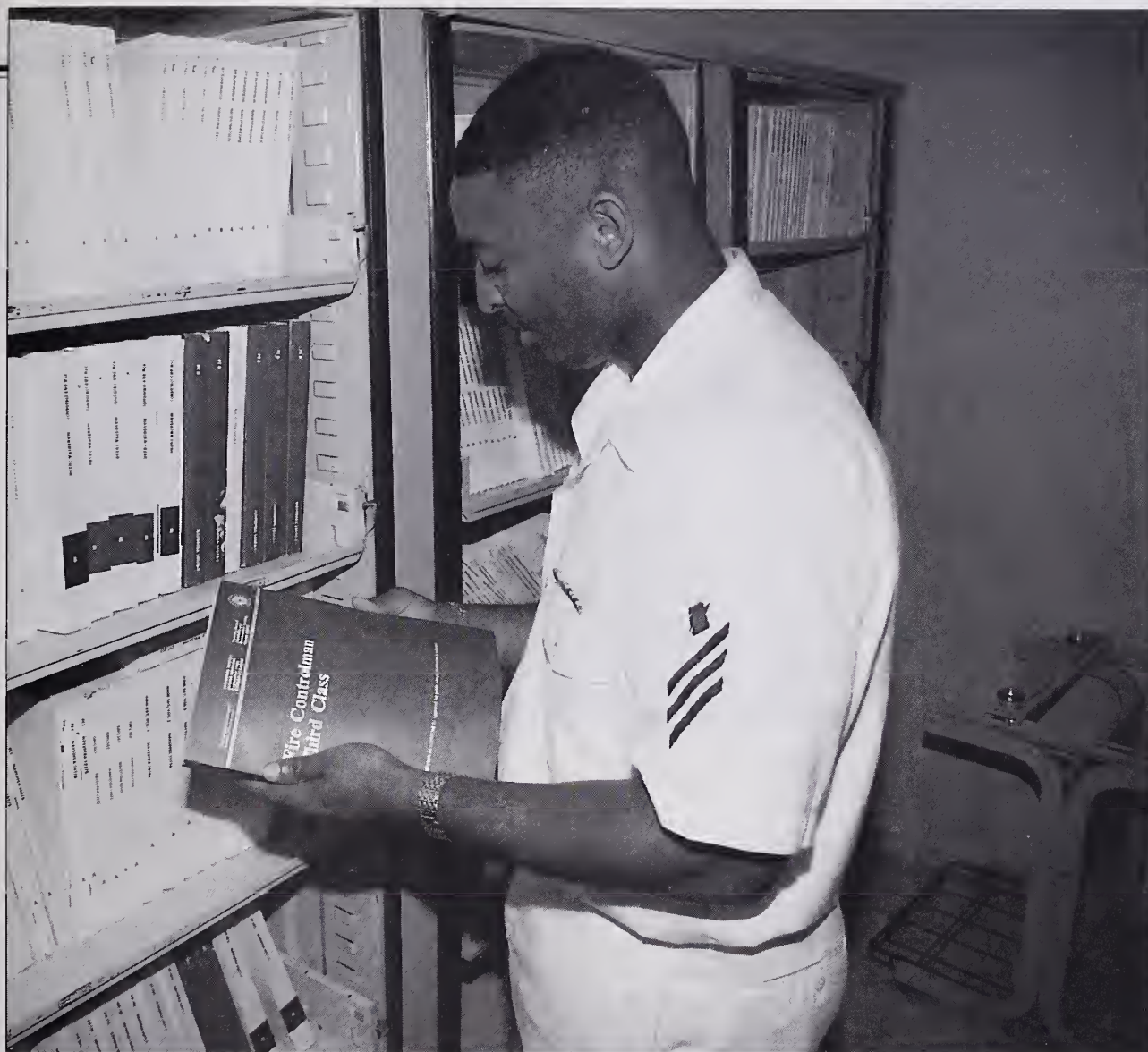


Photo by PH2(AW) James M. Williams

Navy Campus Specialists

Civilian education specialists at your local ESO help Navy personnel in planning their educational programs. These specialists help with such things as:

- * Establishing realistic educational goals,
- * Identifying training and experience for college credit,
- * Assisting in enrollment and registration,
- * Recommending specific courses or programs of study,
- * Providing financial assistance,
- * Administering tests offered through DANTES (GED, ACT, SAT, CLEP) and
- * Explaining SOCNAV opportunities.

▲ PNSN George W. Young of Jackson, Miss., reviews training manuals at Naval Station Rota, Spain's personnel support detachment.

Military personnel, DOD employees and their families can receive aid and assistance through various Navy-sponsored and Navy-related organizations at Family Service Centers worldwide.



FSCs: Filling the needs of Sailors and their families

The Navy established the Family Support Program in 1979 to address the needs of Navy families. Since then, the Navy has established Family Service Centers (FSCs) at 83 locations worldwide, serving Sailors and their families with information on college loans, grants and classes; help with alcohol or drug abuse; budgeting; communication skills; marriage enrichment; child development and parenting skills; family life cycles and patterns; and coping with frequent moves and/or deployment.

Family Service Centers

Family service centers (FSCs) work with command leadership to educate, care for and offer counseling to service members and their families. The centers are designed to make coping with military life easier and to make military families more resourceful and better able to handle the stresses of military life. Services are free to active-duty military, spouses and children; retirees and their families; reservists on active duty and their families; and DOD civilians stationed overseas.

FSCs are staffed by military and civilian personnel including social workers,

educators and program specialists.

FSC programs may differ from one another but for the telephone number and location of the nearest FSC, contact the local base directory or call 1-800-FSC-LINE

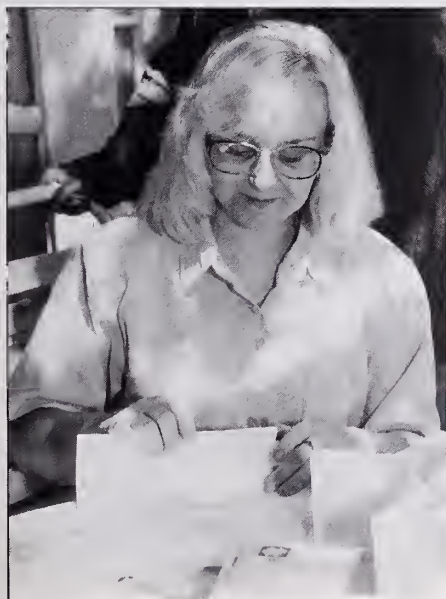
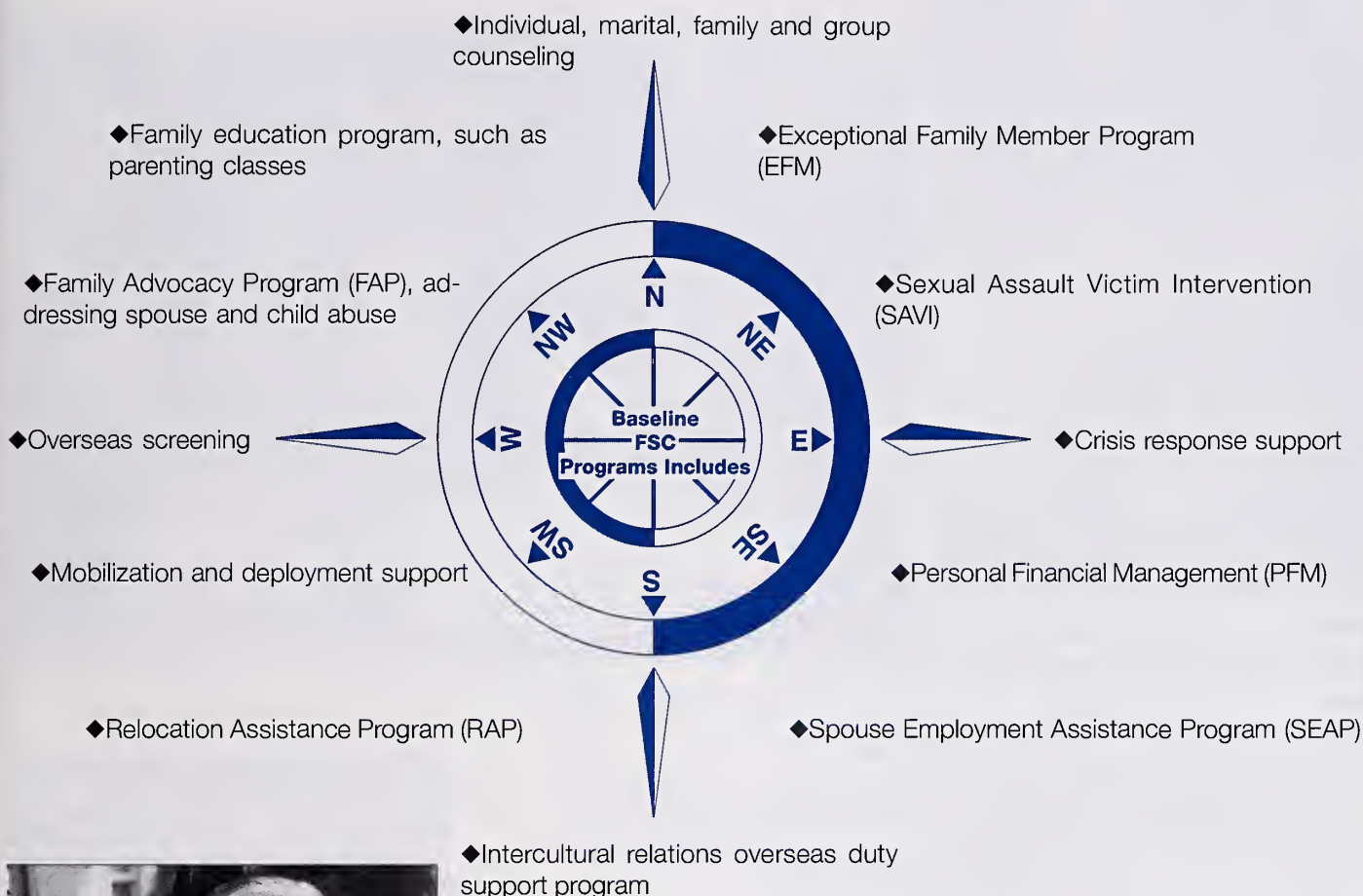
Additional services of FSC:

FSCs provided more than 3 million services for personnel and family members in FY-93.

In the past they provided extensive support during natural disasters and crisis situations, such as Hurricane Andrew and Operation Restore Hope. FSCs also offer assistance on retired activities.

Other programs

- ⚓ Navy community service program — Sponsor: CNO initiative
- ⚓ Personal excellence partnerships — Sponsor: BUPERS
- ⚓ Sharing Thanksgiving — Sponsor: Chief of Chaplains
- ⚓ Youth health and fitness — Sponsor: Chief of Naval Education and Training
- ⚓ Campaign Drug-Free — Sponsor: Director of Naval Reserve
- ⚓ Environmental programs — Sponsor: Chief of Naval Operations (Logistics). ⚓



Sandy Leibowitz, ombudsman for USS *Ford* (FFG 544), prepares a newsletter and phone tree. The crew provides her with information concerning the ship's upcoming home port change through both the mail and monthly meetings.

Where Navy People Can Get Help

Navy Family Support Program
OP-156/Pers 66
Department of the Navy
Washington, D.C. 20370-5000
DSN: 227-6550
(703) 697-6550

Decedent Affairs Branch
Bureau of Naval Medicine
23rd and E. St., N.W.
Washington, D.C. 20372-5102
DSN: 294-1345
(202) 653-1345

Navy/Marine Corps Relief
801 N. Randolph St., Rm. 1228
Arlington, Va. 22203
DSN: 226-4904
(703) 696-4904

Navy Wives Clubs of America
P.O. Box 6971
Washington, D.C. 20032

Navy Wifeline Association
Washington Navy Yard, Bldg 172
Washington D.C. 20374
DSN: 288-2333
(202) 433-1721

Fleet Reserve Association
125 N. West St.
Alexandria, Va. 22314-2754

American Red Cross
National Headquarters
17th & D St., N.W.
Washington, D.C. 20006
(202) 737-8300

DOD Dependent Schools
Hoffman I, Rm, 152
2461 Eisenhower Ave.
Alexandria, Va. 22331

Navy Family Ombudsman Program
OP-156/ PERS 66
Department of the Navy
Washington, D.C. 20370-5066
DSN: 227-6550
(703) 697-6550

Chief of Chaplains (OP-097)
Department of the Navy
Washington, D.C. 20370
DSN: 224-4043
(703) 614-4043

Navy Mutual Aid Society
Department of the Navy
Washington, D.C. 20370
(703) 694-1638

Casualty Assistance Branch
Bureau of Naval Personnel
Department of the Navy
Washington, D.C. 20370-5122
DSN: 224-2926
(703) 614-2926

Morale

Welfare

Recreation

Each time a Sailor or family member buys an item through the Navy Exchange System, Ships' Stores Afloat, MWR food or beverage operator, or uses recreational facilities that charge for their equipment or services, he or she not only saves money, but helps pay for MWR programs.

All earnings of the Navy Exchange System that are not required to finance exchange operations are used to help fund recreation programs. Approximately 50 cents of each local exchange profit dollar is retained to fund local recreation programs.

Recreation

The recreation programs offer a variety of activities and services, including sports and fitness, youth activities, outdoor recreation, community activities, fleet recreation, auto hobby centers and many more.

Whether aboard ship or ashore, Navy recreation programs are available to meet the fitness requirements and recreational needs of the Navy community. While it is impossible to list every recreation program or service offered, local Navy MWR staffs can



provide more information about the specific programs offered at their installation.

Navy club system

Navy clubs provide food, beverages and entertainment for the Navy community. They must meet the social needs of Navy personnel and their families. As a patron, you influence the type of services and programs provided in these clubs and whether military clubs continue operating.

Navy club profits also contribute to the continuance of other MWR non-revenue producing activities, such as hobby shops and youth programs.

Sports and physical fitness

Navy sports and fitness programs are designed for everyone.

Included in the total sports and fitness programs are instructional sports, recreation sports, fitness centers and programs to improve physical fitness.

Before and After School program

This program is now available at most installations and provides supervised recreation activities for children before and after school.

Information Tickets and Tours (ITT)

ITT offers a discount ticket service for information regarding both on-base and off-base recreation tours, shows, concerts and sports events on base as well as in the local community. The ITT office also can arrange group tours or help with travel plans.

Auto hobby shops

Amateur mechanics can find everything they need to keep their automobiles running smoothly while saving money on car repairs and

preventive maintenance. Many shops also provide sophisticated equipment often needed for major projects such as engine overhauls, tune-ups and auto body work. Skill classes provide you with the knowledge you need to work on your car. At some installations repair parts can be purchased from the auto hobby shop resale store.

Single Sailor program

Single, active-duty Sailors between the ages of 18 and 25 make up one-third of the Navy. The Single Sailor Program bridges the gap between the MWR department and the barracks or ship by actively involving Sailors in planning recreation activities to meet their specific needs.

MWR staffs ensure that a variety of

special events, classes, trips and outdoor activities are designed to meet these needs.

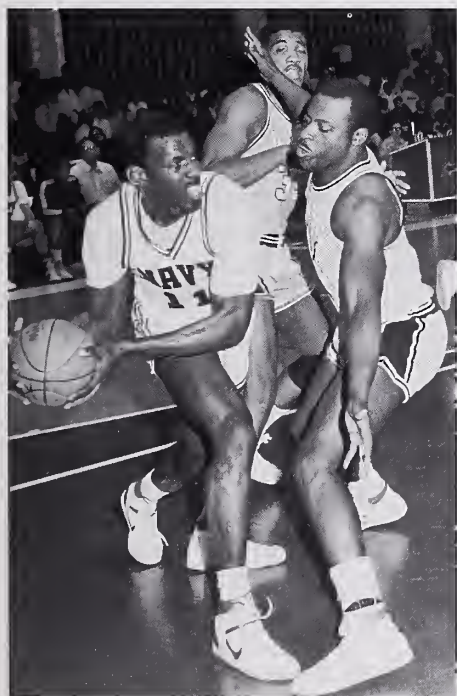
Community recreation

Like any good neighborhood, the Navy community often gets together for recreation activities. Ship home-coming parties, picnics, flea markets, carnivals, festivals and holiday programs are just a few of the events you often find aboard naval activities. Hobbyists can share their interests through riding clubs, ski clubs and many other groups.

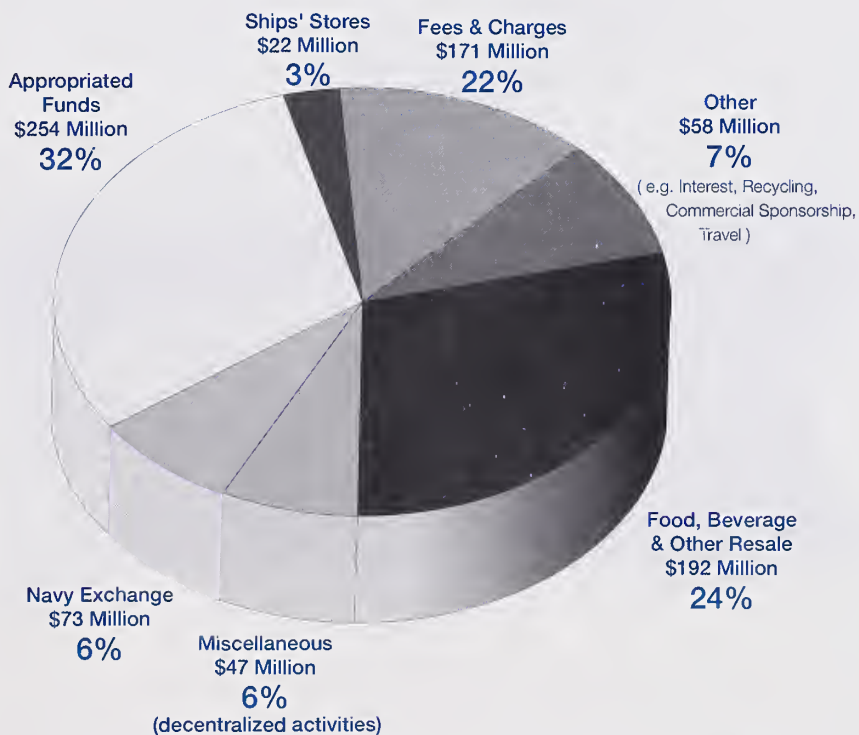
Also available are a variety of leisure learning classes such as aerobics, oil painting and cooking. ⚓



ENS Lynne Ritumalta uses the auto hobby shop to do some maintenance on her car.

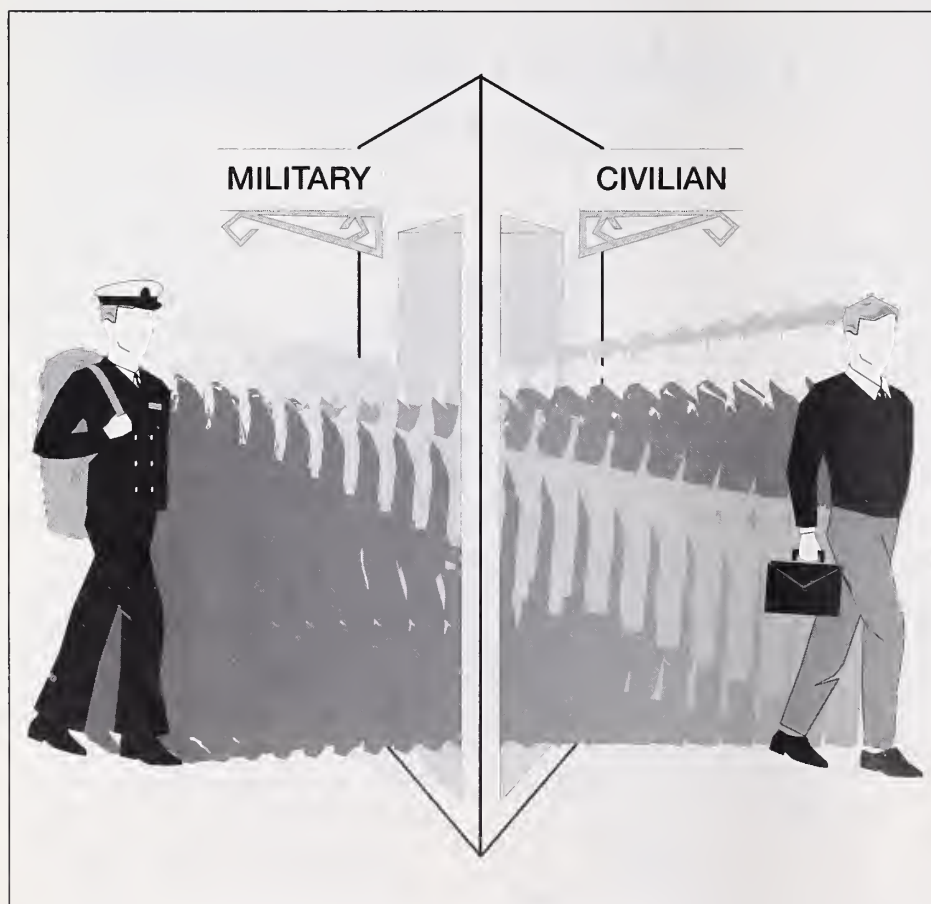


FY94 MWR REVENUES \$795 Million



Retirement... *your future after the Navy*

One of the major attractions of a military career has always been the retirement package. Most members become eligible after 20 years of service. A Navy retirement provides an element of security as well as a chance for you to embark on a second career, while you still enjoy benefits. Still, there are many facts you should know before you retire.



Transition Assistance

Sailors and their families facing separation from the Navy also face the transition from a lifestyle that is in many ways more secure and predictable than those in the civilian community. The Navy Transition Assistance Management Program (TAMP) provides services to make the move smoother. TAMP consists of pre-separation counseling, employment assistance, relocation assistance from overseas and a set of benefits for involuntary separatees.

If you are going to leave the Navy, pre-separation counseling information will be made available to you in nine areas:

- * Education assistance benefits,
- * Affiliating with the Selected Reserve,
- * Available programs for job search assistance,
- * Job counseling for your spouse,
- * Relocation assistance services and the Department of Labor's Transition Assistance Program (TAP),
- * Conversion health insurance or other medical and dental coverage,
- * The effects of career change on individuals and their families,
- * Financial planning assistance and
- * If you are being medically separated, a description of compensation and rehabilitation benefits from the Department of Veterans Affairs.

Your command career counselor (CCC) will meet with you up to 180 days before separation but not later

Retirement Applicants Checklist

12 to 18 Months in Advance

Obtain locally prepared statement of service from personnel office or career counselor.

Nine to 12 Months in Advance

Select date for which you are fully eligible and make application to transfer to the Fleet Reserve using NAVPERS 1830/1.

After submitting application review wills and other legal documents. If update is required, contact legal services office.

Submit NAVCOMPFOR 2274 for estimated pre-retirement pay computations.

120 days Prior to Transfer

Make arrangements for separation physical and dental examination.

Attend (with spouse) any local Pre-Retirement Seminars.

90 days Prior to Transfer

Make arrangements with dependent travel, if applicable.

60 Days Prior to Transfer

Receive counseling on Survivor Benefit Plan (SBP). Spouse should attend.

Make arrangements for shipment of household goods.

Coordinate with disbursing regarding allotments. Review the "Navy Guide for Retired Personnel and Their Families" for details.

Initial certificate of termination of mortgage insurance (DD Form 883), if applicable (SECNAVINST 1741.4).

Notify housing of termination of quarters, if applicable.

45 Days Prior to Transfer

Attend Pre-Separation/Retirement Interview.

Attend local Transition Assistance Management Program (TAMP) classes. (command career counselor will assist).

Make Survivor Benefit Plan election using NAVCOMPTFORM 2272.

30 Days Prior to Transfer

Complete locally prepared separation sheet.

Update Record of Emergency Data (NAVPERS 1070/602).

Review MILPERSMAN 6230120 concerning SGLI and VGLI insurance.

Advise PSD of any dependents receiving medical care.

Obtain pertinent copies of health record pages for establishing service connected disability with the VA.

RETIREMENT

than 15 days after your command receives official notification of your separation.

The CCC will have you sign a Page 13 entry to indicate in which of the nine areas you desire counseling. The CCC will then refer you to your family service center (FSC) for counseling.

Computation of retired/retainer pay

Navy retired pay is computed under a variety of provisions of law. Active-duty members who have questions about the formula used to compute retired pay should consult a career counselor. Retired members should submit questions in a letter to the Defense Finance and Accounting Service.

Survivor Benefit Plan

Established in 1972, the Survivor Benefit Plan (SBP) replaced the Retired Servicemen's Family Protection Plan for all personnel retiring with pay on or after Sept. 21, 1972.

SBP complements the survivor benefits of Social Security and provides all career members of the uniformed services who reach retirement eligibility — including reservists who qualify for retired pay at age 60 — an opportunity to leave a portion of their retired pay to their survivors.

The U.S. Naval Home

The United States Naval Home, Gulfport, Miss., is a retirement home for military retirees and certain veterans with significant wartime service.

Former Navy, Marine Corps and certain Coast Guard members who are 60 years old or older, and in good physical health, are eligible for admission. For a more detailed explanation of admission eligibility, call the Naval Home toll free at 1-800-332-3527.

Unemployment Compensation

Your eligibility for unemployment compensation is determined by the

law of the state in which you file a claim.

Contact your local office of the state employment service to determine eligibility. If there is no office in your locality, ask the local postmaster for the address of the nearest office.

Burial Benefits

The Retired Activities Section of the Bureau of Naval Personnel (Pers 662C) will, at the request of survivors of retirees, provide information about benefits for which they may qualify through the Navy and other agencies by reason of the military service of the deceased. You can call toll free 1-800-255-8950.

VA Medical/Dental services

Veterans discharged or released from active duty under conditions other than dishonorable may be



entitled to medical and dental care at VA health facilities around the United States. VA provides necessary dental treatment for veterans who were not able to receive a dental examination and treatment within 90 days of discharge or separation of military service. Different criteria apply for treatment of veterans who have dental disabilities resulting from either combat wounds or service-related injuries.

Education assistance

The VA administers a number of educational assistance programs for veterans and service personnel. Contact your nearest VA office for

details.

VA home loans

The VA home loan guaranty program offers advantages that other loan programs do not. The major advantage of the VA home loan program is that most VA loans are made with little or no down payment.

The borrower also has the right to repay all or part of the indebtedness at any time without penalty. To be eligible, a veteran must have been discharged under conditions other than dishonorable, after serving a minimum period of time on active duty and depending on the period of service.

Memorial affairs

Burial in a VA national cemetery is open to any veteran who has been discharged under other than dishonorable conditions.

Although the law does not provide for gravesite reservations, veterans can make things easier for survivors by expressing a desire to be buried in a national cemetery, keeping military service records accessible and verifying eligibility with VA.

Once eligibility and space are determined, the VA will open and close the grave, furnish a headstone or marker and provide care and maintenance.

Other Information

For many of the veterans programs, there are no time limitations. Eligibility for other benefits, however, does expire. The "Veterans Benefits Timetable," on the following page gives several VA programs and eligibility expiration dates.

The booklet, "Federal Benefits for Veterans and Dependents" gives up-to-date detailed information on all VA programs. If you are interested in a copy, send \$2.75 to: The Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The stock number is 051-000-00-198-2. ‡

Veterans Benefits Timetable

Time You Have (after separation from service)	Benefits	Where to apply
10 years	VEAP: The VA provides financial assistance for education and training of participants under the voluntary contributory program.	Any VA office.
No time limit	Home Loans: The VA guarantees your loan for the purchase of a home, manufactured home or condominium.	Any VA office.
No time limit	Disability Compensation: The VA pays compensation for disabilities incurred in or aggravated by military service.	Any VA office.
No time limit	Medical Care: VA provides a wide range of medical benefits including help for alcoholism and other drug dependency to veterans with a service-connected disability and to non-service-connected disabled veterans who qualify.	Any VA office.
90 days	Dental Care: VA provides necessary dental care for veterans who were not provided dental examination and treatment within 90 days of discharge or separation from service. The time limit does not apply to veterans with dental disabilities resulting from combat wounds or service injuries.	Any VA office or medical center.
Two years (from date of notice for a VA disability rating)	Life Insurance: Low-cost life insurance (up to \$10,000) is available for veterans with service-connected disabilities. Veterans who are totally disabled may apply for a waiver of premiums on these policies.	Any VA office.
120 days or up to one year if totally disabled	SGLI: SGLI may be converted to VGLI, a five-year, non-renewable term policy. At the end of the five-year term, VGLI may be converted to a policy with a participating insurance company.	Office of SGLI 213 Washington St. Newark, N.J. 07102-9990
No time limit	Employment: Assistance is available in finding employment in private industry, in federal service and in local government.	Local or state employment service, U.S. Office of Personnel Management.
Limited time	Unemployment compensation: The amount of benefit and payment period varies among states. Apply immediately after separation.	State employment service.
90 days	Re-employment: Apply to your former employer for employment.	Employer.
30 days	Selective Service: Male veterans born in 1960 or later must register.	Any U.S. Post Office; overseas at any U.S. Embassy or consulate.

Survivor Benefits for Active

Benefit	Description
Arrears of Pay	Unpaid pay and allowances due to member at time of death.
Death Gratuity	Designed to help defray immediate expenses, the death gratuity is six times the active-duty member's monthly basic pay, to a maximum \$3,000 payable to beneficiaries, usually within 24 hours of death.
Survivor Housing Allowance	Surviving family of member who dies while on active duty may: (1) remain in government quarters for 90 days following date of death; or (2) receive up to 90 days of Housing Allowance (BAQ plus VHA). If the family vacates government quarters prior to 90 days the family will receive the cash balance of the 90-day Housing Allowance.
Social Security-Burials DVA Burial Allowance	\$255 lump sum death payment to widow(er) or eligible children of member covered by Social Security. \$300 basic burial allowance plus \$150 plot/interment allowance if burial is not in a national cemetery. Payment for service-connected deaths may go up to \$1,500.
Navy Scholarships	Various scholarships are available from Navy-affiliated organizations.
Uniformed Services ID and Privilege Card (DD Form 1173)	Unremarried widow(er)s, dependent children to age 21 (23 if attending a full-time institution of higher learning) and parents/parents-in-law determined to be dependent are entitled to an ID card and appropriate privileges, if deceased member had retired with pay from military service.
Exchange, Commissary and Theater Privileges	Sponsorship passes may be given to unremarried widow(er)s of retired member until such time as widow(er) remarries. Surviving children are entitled to exchange and theater privileges if dependent on widow(er) for more than one-half their support to age 21 (23 if attending full-time institution of higher learning).
Headstones and Grave Markers	When burial is in a national cemetery, a headstone or grave marker is provided without cost or application. Markers for private cemeteries will be shipped free, but applicant is responsible for transportation to the private cemetery and cost of placement at the grave. If a headstone or grave marker is purchased from a commercial supplier, a maximum of \$70 is allowed toward the purchase.
Household Goods Storage/Movement and Relocation of Family Members	Movement of family members who were eligible to relocate at government expense and movement of household goods allowed before the member's death are permitted within one year to any location at government expense, and storage in transit is allowed for up to six months.
SGLI	Automatic coverage (\$100,000 unless member elected lower amount -- \$10,000 to \$90,000 or no coverage). A member is covered for 120 days following separation or up to one year in the case of a veteran who is totally disabled at the time of separation (or retirement).
VGLI	SGLI may be converted to a five-year, non-renewable coverage known as Veterans Group Life Insurance (VGLI). Members on active duty entitled to full-time SGLI coverage can convert to VGLI by submitting the premium before the end of 120 days following the date of separation from service. Members with full-time SGLI coverage who are totally disabled at the time of separation may purchase VGLI up to one year from separation date.
Medical Care	Dependents of retirees who are eligible for medical care under USHBP-CHAMPUS remain eligible for care after the member's death as long as the spouse remains unmarried. Eligibility continues until the beneficiary reaches age 62 or is disabled for more than two years.
Navy Mutual Aid Association	A membership organization which provides life insurance for its members, assists beneficiaries in filing claims for government benefits and provides follow-up service as needed.
Navy-Marine Corps Relief	May provide counseling, referral services or temporary financial assistance to dependents of deceased Navy members.
Retired Serviceman's Family Plan (RSFPP)	Provides annuities to beneficiaries of deceased military members who participated in the program and retired before Protection Sept. 21, 1972.
Survivor Benefit Plan (SBP)	Provides annuities to beneficiaries of deceased military members who participated in the program including those who retired before Sept. 21, 1972, who enrolled in the program during open enrollment seasons between Sept. 21, 1972, and March 20, 1974 and between Oct. 1, 1981, and Sept. 30, 1982.
Social Security Benefits (SSB)	SSB payments are separate from any RSFPP/SBP or monthly DVA compensation. SSB may provide (a) monthly benefits to surviving widow(er)s and dependent children; (b) MEDICARE coverage; and (c) lump-sum death benefits.
Dept. of Veterans Affairs Dependency and Indemnity Compensation (DIC)	DIC is a monthly benefit determined on the basis of member's grade and rate and authorized for unremarried widow(er)s, unmarried children under age 18, children 18 to 23 (if attending a VA-approved school) and dependent parents of members who died in service or died following discharge for a service-connected disability.
Veterans Survivors Pension	Payable to widow(er) and children of a member whose death was not service-connected, providing their income needs do not exceed certain limitations and their net worth is within reasonable limits under DVA guidelines.

Duty Members and Retirees

Where to Apply

Commanding Officer, Defense Finance and Accounting Service, (DFAS)
Cleveland, Ohio 44199-2059. Phone: 1-800-321-1080.

Payment of local disbursing office is automatic upon notification of death and Bureau of Naval Personnel (BuPers) approval.

Local disbursing office.

Local office of the Social Security Administration (SSA).
Regional office of the Department of Veterans Affairs (DVA). (Each state has at least one DVA regional office.)

Bureau of Naval Personnel, Navy Department, Washington, D.C.
20370-5602.

For determination of dependency for parent or parent-in-law: Family Support Directorate, Cleveland, Ohio 44199-2087. For renewal or replacement of ID cards: The nearest naval activity authorized to issue ID cards or the Bureau of Naval Personnel, (Pers 334), Navy Department, Washington, D.C. 20370-5602.

See above information on Uniformed Services Identification and Privilege Card (DD 1173).

Director, Headstone Service (42A), Department of Veterans Affairs
Central Office, 810 Vermont Ave., N.W., Washington, D.C. 20420.

The Installation Transportation Officer (ITO) at your local military activity will provide household goods information. The local military activity will also assist in the transportation of family members.

Serviceman's Group Life Insurance, 213 Washington St., Newark, N.J.
07102-9986.

Serviceman's Group Life Insurance, 213 Washington St., Newark, N.J.
07102-9986.

Consult your local Navy activity for entitlement/CHAMPUS information.

Navy Mutual Aid Association, Navy Dept., Washington, D.C. 20370.

Headquarters, Navy-Marine Corps Relief Society, 801 Randolph St.,
Rm. 1228, Arlington, Va. 22203-1989

Commanding Officer, Defense Finance and Accounting Service (DFAS),
Cleveland, Ohio 44199-2059

Commanding Officer, Defense Finance and Accounting Service (DFAS),
Cleveland, Ohio 44199-2059

Contact the local Social Security Administration Office upon a member's death as claims may not be honored after an extended lapse of time.

Your local DVA regional office.

Your local DVA regional office.

How to Apply

Submit a claim for Unpaid Compensation of Deceased Members of the Uniformed Services (SF-1174).

The local Navy disbursing office will provide assistance and information on death gratuity payments.

The local Navy disbursing office will provide assistance and information on Survivor Housing Allowance.

Apply to the local SSA office within two years of member's death. Application must be made within two years of member's death on VA Form 21-530 by mortician, survivor or person paying burial expenses.

BuPers will supply information on type and number of scholarships available.

The following documents must accompany application: a copy of retired member's orders; death certificate; marriage (birth) certificate (as appropriate); interlocutory of final divorce decree (if appropriate); and letter from the Social Security Administration certifying you are not entitled to Social Security hospital insurance (Part A) [applicable only to widow(er)s 65 and over].

See above information on Uniformed Services Identification and Privilege Card (DD 1173).

Submit VA Form 40-1330 for procurement of a headstone or grave marker and VA Form 21-8834 for reimbursement of commercially purchased headstone or grave marker. Forms are available at any regional DVA office.

The ITO will require copies of orders in addition to other selected forms. Check with the ITO for specific information.

The beneficiary will be contacted and given VA Form 29-8283 by BuPers upon receipt of official death notice. VA Form 29-8283 and a certified copy of the death certificate are sent by claimant to SGLI.

Submit VA Form 29-8283 (available from regional DVA office) and certified copy of death certificate to SGLI.

CHAMPUS guidelines and medical care information are available from BuPers, Navy Department, Washington, D.C. 20370-5602

Contact Navy Mutual Aid for more information.

Apply in person at an NMCRS auxilliary, call or telegram NMCRS headquarters or contact the local Red Cross chapter in an emergency.

Submit application Form DD-768 to DFAS to receive annuities.

Submit application Form DD-768 to DFAS to receive annuities.

Assistance will be provided by the local Social Security Administration office.

Submit application on VA Form 21-534 (available at any DVA office).

Submit application on VA Form 21-534 (available at any DVA office).

Where are we going?

What are the Navy's plans for 1995 and beyond?

Editor's note: In January, Chief of Naval Operations ADM Mike Boorda sent a message to the fleet detailing his assessment of the Navy in 1995 and his goals for the near-future. The message was not only for the fleet and force leadership but also was intended for all Navy men and women.

Since this issue is about the Bureau of Naval Personnel

(BUPERS), a command of Navy people taking care of Navy people, we thought excerpts of the CNO's message would fit right in. The accompanying charts and graphs illustrate where our Navy is and identify trends that tell us where we are going.

"You can expect quality of life (QOL) to continue to get a big push. Look for increases in

housing, MWR, pay, child care and other QOL programs.

"In the pay area, it has been decided that DOD will request the maximum pay raise permitted by current law. The bachelor allowance for quarters (BAQ) will be brought back to proper levels during the program years. CONUS cost of living allowances will be funded. Other items being considered include full sea pay for tenders and BAQ for





petty officers 1st class on sea duty.

Medical care

"I think you and your families will be pleased with the strides made in medical care. The new program for care in civilian facilities will be phased in throughout the United States during the next three years. In my opinion, it is a big improvement because it gives all of us the freedom of choice, lower costs for the average family, and the nagging paperwork and a long wait for payment is eliminated while care in our military

facilities continues to be available under current rules. We can keep the 'old' system if we like it better or we can switch to the 'new' one. We'll get to review our individual decisions each year and change if we like.

Getting smaller

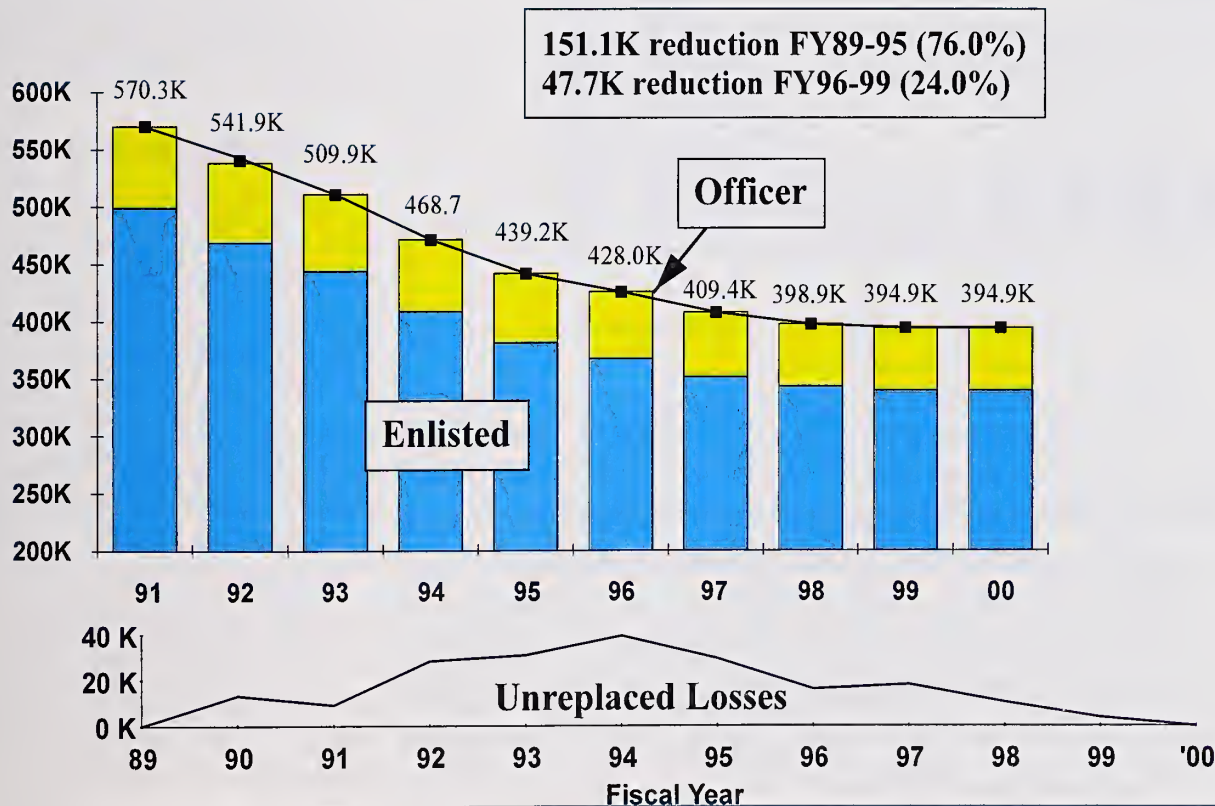
"We are not finished with the downsizing just yet but we are getting close. By the end of this year we will be at least 75 percent of the way. Advancement opportunities are up and will continue to rise. Enlisted to officer programs are steady and the new Seaman to Admiral

Program just selected its first 50 candidates. Opportunities for reserve officers to augment and become regulars increased greatly in 1994. Reenlistment authority was given back to commanding officers for all but the most overmanned enlisted ratings. We were able to cancel the enlisted SERB in 1994 and hope to be able to do the same in 1995.

"Opportunities continue to increase for women in the Navy.

"In 1995 we will continue to open combatant ships at the maximum pace which will be successful at all levels as

Navy Drawdown Profile



Advancement opportunity

Projections are based on current retention behavior and planned future force levels.

	FY94	FY95	Projected FY96	Steady State
E-9	4%	8%	9%	14%
E-8	7%	8%	9%	10%
E-7	11%	12%	13%	16%
	Sep93	Mar 94	Sep 94	Steady State
E-6	7%	7%	8%	14%
E-5	11%	11%	13%	17%
E-4	41%	43%	45%	49%

ENCORE

* **Reenlistment reservation system for first-term Sailors.**

* **Important career force shaping tool.**

– Moves Sailors from over-manned to under-manned ratings vice forcing them from active duty.

* **FY94 totals:**

28,099 Reenlistment requests received FY94 EAOS.

21,600 In-rate reenlistment requests approved.

4,403 Conversions approved.

463 Sailors separated due to quota unavailability.

(1.6% of these requesting reenlistment)

* **NAVADMIN 120/94 returned reenlistment approval authority for all Sailors in CREO 1 and 2 to the fleet.**

– CREO 3 ratings continue to be competitively stacked for reenlistment, however, stack will be reviewed twice a month vice monthly.

women join wardrooms, CPO messes and their fellow petty officers and non-rated Sailors.

Recruiting

"Our recruiters did a great job in 1994, bringing in the numbers we needed and meeting quality goals. However, they did so with a reduction in the number of eligible candidates in the delayed entry program (the recruiters' bank account of people who have signed up early).

"These are tough recruiting days. The population of enlistment-age people is the lowest in recent times. We are in competition with civilian employment and with higher education. You can help.

"When you are home, assist our recruiters by talking the Navy up to good candidates. Those new recruits are our future.

The Naval Reserve

"Last year was full of examples of daily contributions by reservists (Seabees, frigates, logistics and tactical aircraft, medical, intelligence and more) working side by side with active counterparts in CONUS, and overseas in places like the Persian Gulf, Haiti, the Balkans, Cuba and others.

"It is clear to me that we are, indeed, one Navy and the sooner we plan, program and execute the missions that way the better and more capable we will be.

OPTEMPO/ PERSTEMPO

"Our nation's military leaders agree with our policy to keep routine Navy deployments to six months. In 1994 we were able to do a good job of that. While I got the question about longer deployments quite frequently as I traveled around our Navy last summer, I don't hear it much anymore. Our policy will remain six month deployments and I don't foresee any change in 1995 or beyond.

Hardware and programs

"Our Navy has 381 battle force ships. We are well on our way to reaching our final force structure size. The exact number of ships we will have by the end of this century will be the subject of much discussion as we begin our program review for FY97.

"We have several programs to keep our Navy on top. In 1995 we will be testifying before Congress regarding the need for the final SSN of the *Seawolf* class (SSN 23). We will also be working to keep the new attack submarine on track.

"Our newest aircraft, the F/A-18E/F remains on track with the first flight expected in a year. The DDG 51 program is doing well and we expect to buy 16 new ships of this class during the next six years. The new amphibious ship, LPD 17, is being requested for FY98.

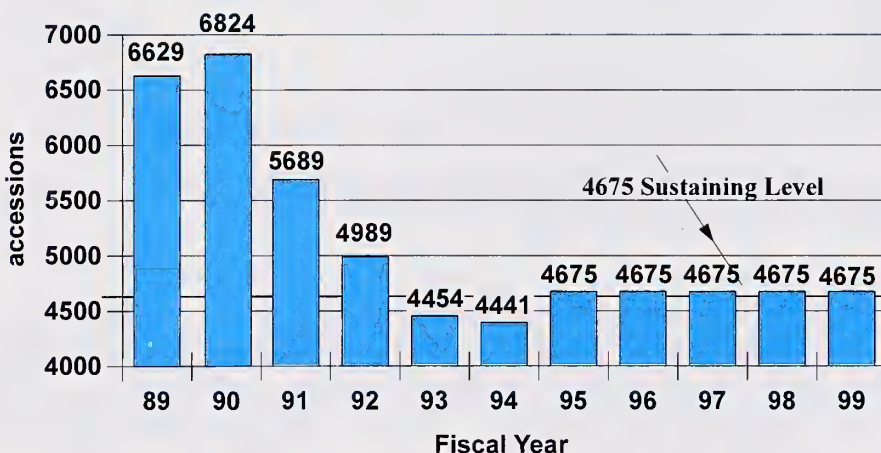
"We did some outstanding work with Theater Ballistic Missile Defense (TBMD) in 1994 and that will continue with some special firing tests. The need for TBMD was clearly demonstrated when Iraq began firing *Scuds* at our forces during the Gulf War. The Navy has a significant role to play by using our CG 47 and DDG 51 classes as platforms to detect, track and destroy theater ballistic missiles. In a related program USS *Dwight D. Eisenhower's* Battle Group demonstrated a new

capability in 1994 – Cooperative Engagement Capability (CEC). With CEC it is possible for a ship or shore battery to fire on a target without first seeing it on its own radars.

Quality leadership

"I have been impressed by the quality of our people and of our leaders. Caring leadership is the norm and I have seen that demonstrated in many ways. I also have been concerned by the number of good people who don't seem to get the most out

Officer Accessions



"There are planned changes to Navy training practices that could give Sailors an average of up to 19 fewer days at sea between deployments. The time between deployments is spent training. By training for the upcoming mission instead of training for all possible missions, including some that are improbable, we significantly reduce the amount of training time and we help ships be home more."

– ADM Mike Boorda

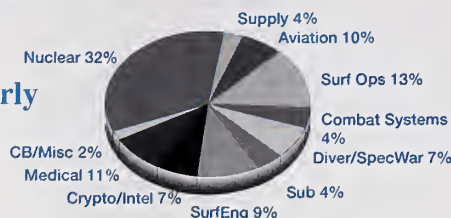
Selective Reenlistment Bonus (SRB)

* Effective tool for...

Increasing and maintaining adequate retention in mission-critical skills

* Award levels reviewed quarterly

- Revised based on manning and retention needs
- FY-95 SRB - 64.6 million



FY95 CPO selectees

* Overall advancement rate: 12%

* Warfare qualification:

- ESWS (SW): 16%
- EAWS (AW): 19%
- Sub (SS): 11%

* NEC Qualification:

- Recruit company commander: 17%
- Command career counselor: 19%

* Advanced education:

- Associate's degree: 12%
- Bachelor's degree: 17%
- Master's degree: 18%

of their service. While our discipline rates are the lowest in our history they still are too high. Otherwise good people too often, much too often, make mistakes that eventually find them at NJP or courts-martial.

"Let's make 1995 a year where our discipline rates go down, not because we are ignoring offenses but, because there are less offenses because of our leadership. You've done a great job in 1994 but, in the spirit of continuous improvement, let us all work hard to prevent violations by providing just the right touch at just the right time. I know we can do it.

Recruit training

"How we train new recruits is undergoing change in 1995 and it is important that you know about it. You will be the ship-mates and leaders of these new Sailors. All recruit training is now done at Great Lakes.

"I expect the 1995 recruit training grads to be in better physical condition with a better understanding of what it means to be a member of a military unit charged with an important mission and with increased dedication and understanding of our core values of honor, commitment and courage than ever before.

Equal opportunity

"In my first message as CNO I talked about equal opportunity. Equal opportunity is more than

Officer early retirement (TERA)

* FY95 goal - 422

- Approved/Pending: 390/10.
- Primary target group: twice FOS'd O-4s.
- Voluntary target groups: (Closed out Oct. 1, 1994).
 - > O-5s in communities with grade imbalance.
 - > LDOs with 8 years commissioned service.
 - > WO's with 3 years commissioned service.
 - > O-4s FOS'd once.

* FY96

- Expect similar offering.

not discriminating against another person because of race, religion or gender. It is more than avoiding treating a person differently because they are not exactly like you. It is more than simply not harassing someone or not breaking rules, regulations or laws.

"Let's be clear. All of these things are just the minimums everyone is expected to comply with. If we don't, the result will be a predictable one. The key here is that we want everyone, repeat, everyone to be just as good as they can be and we will not let anything get in the way of that goal. If we all sign up to that definition of equal opportunity, our Navy will continue to get better and better as our people grow and succeed.



Bupers Access

Allows members to use their command or personal home computer to communicate with BUPERS.

- E-Mail communication with all detailers (command access is required to access special programs detailers) and many other departments within BUPERS.

- Retention Information Bulletin Board System (RIBBS) contains many retention and Navy policy bulletins, as well as NAVADMIN and NAVOP messages.

- Major advancement and board results.

- Orders status information including date orders were cut, message DTG (if orders were transmitted by message), number of modifications, report NLT date and family member information.

Electronic access to the system may be achieved using the following numbers:

Toll free (CONUS, Hawaii and Puerto Rico): 1-800-346-0217

COMMERCIAL: 703-624-3174

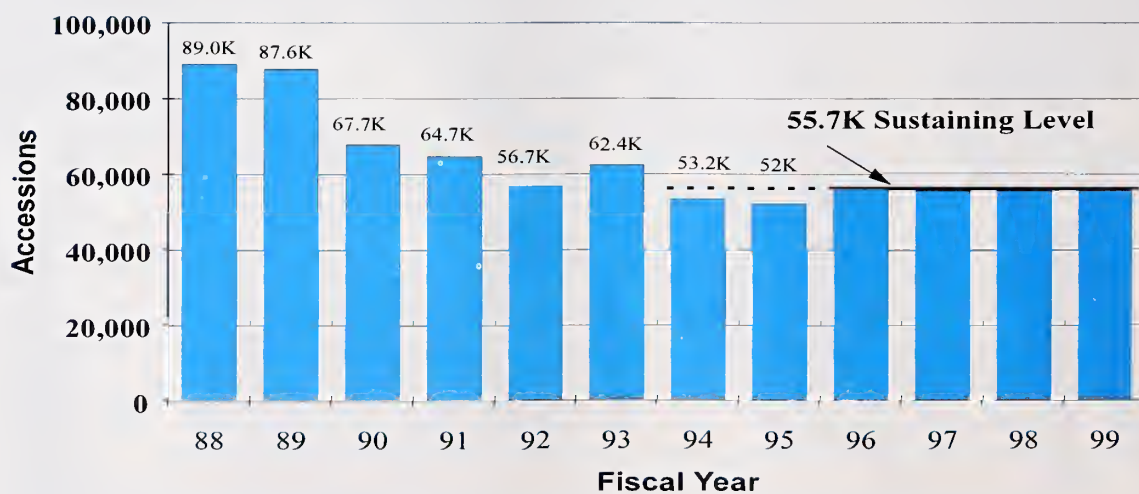
DSN: 224-3174

For more information on BUPERS Access contact our Development and Support staff at DSN: 224-8083 or (703) 614-8083.





Enlisted accessions



"Forward ...from the sea"

"All of what we do is related to the reason our Navy exists ... to provide for the defense of this nation and to carry out the specific tasks properly assigned to us. In the fall of 1994 we

updated our basic strategy of "... From the Sea," to "Forward ... From the Sea."

"This outlines the way our Navy and Marine Corps will continue to be on scene, to control crisis, to fight if necessary and to win if we must fight. It is a statement of what our

Navy and Marine Corps are all about ... forward forces, trained, equipped and ready to carry out their missions. Forces that can be counted upon to do what is required. In 1994 you did just that. In 1995 we will work together to maintain that superb record." ‡

Enlisted early-out program

FY95 – (NAVADMIN 031/94)

- * **Reduces CO authority to 6 months.**
- * **BUPERS approval is greater than 6 months**
- * **Decoms and home port change – regardless of EAOS.**
- * **Extension cancellation**
 - **CREO 3 rating normally approved.**
 - **CREO 1 or 2 rating, case by case.**

Enlisted early retirement (TERA)

- * **FY94 – 968 personnel separated.**
- * **FY95 goal – 3,968 (NAVADMIN 049/94 & 117/94).**
 - **E-5 to E-7**
 - > **15 to 20 years of service.**
 - > **Selected over-manned skills.**
 - **Special TAR TERA**
 - > **PEBD on or before Dec. 31, 74 & 17 to 20 active YOS.**
 - > **18 to 20 active YOS (phase II offering).**
 - > **Selected overmanned skills.**
- * **FY96 goal – 4,450**
 - **E-5 to E-7**
 - > **15 to 20 years of service.**
 - > **Selected overmanned skills.**

Enlisted VSI/SSB

- * **FY94 – 3,209 separations**
- * **FY95 – 411 approved**
- * **FY96 goal – 750**



Supporting the

VADM Bowman tells of BUPERS' future

"We're coming out of downsizing; the most difficult part is in our wake. Last year was the toughest year; we separated 41,000 Sailors without replacements. Approximately 27,000 more personnel will leave without replacement this year. But by the end of 1995, we'll be more than 75 percent through the drawdown.

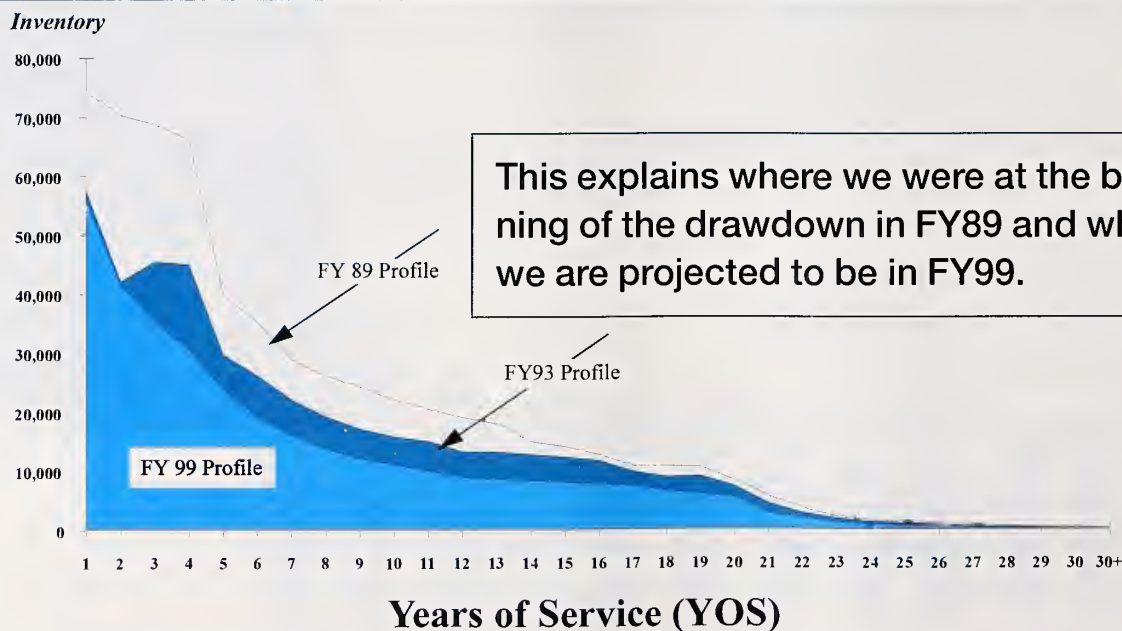
"We've changed the BUPERS banner to read, 'We're here to help you stay Navy.'

"We're back full time into career planning and retention. Here's proof:

- Promotion, advancement and augmentation opportunities are up.
- No E-SER Board this year. We reduced the number of O-SER selectees.

"We've returned reenlistment approval to commanding officers for CREO Groups I and II. Despite decreases in overall Navy funding,

Shaping the enlisted force





Navy team

dollars for quality-of-life programs have increased for each of the last three years.

"We're shifting dollars away from separation programs (such as VSI/SSB) and toward retention and recruitment programs (like SRB and enlistment bonuses.)

"We're fighting to achieve and maintain pay comparability.

"We're committed to providing the highest affordable standard of quality living for our Sailors and their families.

"We're trying to create a professional military

environment that allows all our team members to 'Be all they can be.'

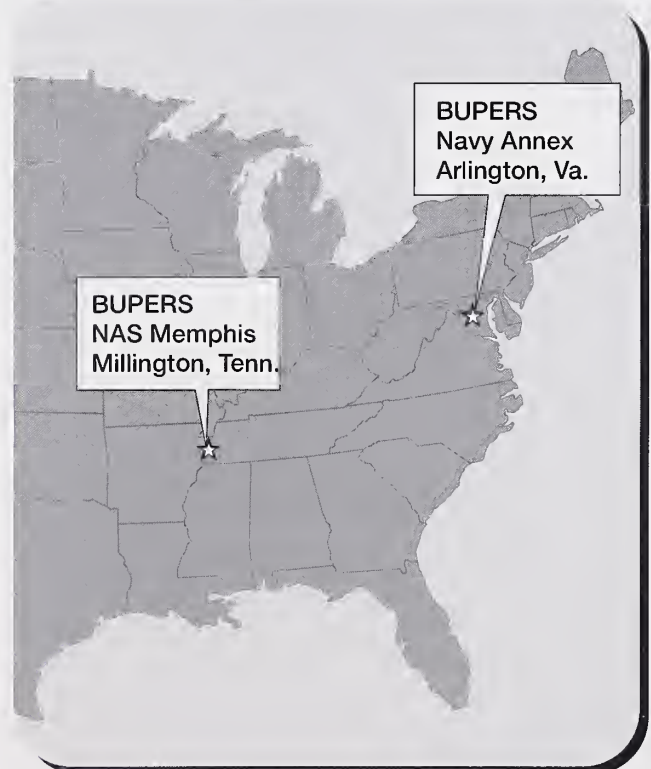
"Each of us has the right to come to work every day, free from worry that we'll suffer harassment or discrimination.

"Our latest NEOSH Survey shows improvement in these areas, but we can't take the banner down yet. We want to build a Navy where we really do treat others exactly like we want them to treat us and our families. Living the Golden Rule will be the way we do business, every day with everybody.

"We listen, we care, we try to say 'Yes!'"

The move...

Within the next four years, BUPERS will be moving from the Navy Annex, Arlington, Va., to Naval Air Station Memphis, Millington, Tenn. During this time BUPERS will continue providing services to its many customers while preparing for the move and thinking of ways to improve services. Among the improvements are new automated telephone and video teleconferencing, which will provide more efficient communication between BUPERS and the fleet.



Name: DC1(SW) Alicia Colette Harris

Hometown: Columbia, S.C.

Hobbies: Listening to music (especially live entertainment), art, cooking and eating, traveling and collecting tropical fish.

Job description: "Making assignments for damage controlmen and matching their desires with the needs of the Navy."

Best part of the job: "To be able to make Sailors happy by matching them up with the orders they desire."

Prior tours: Harris is a damage controlman detailer at BUPERS. Previous tours include USS Samuel Gompers (AD 37) and USS Santa Barbara (AE 28).



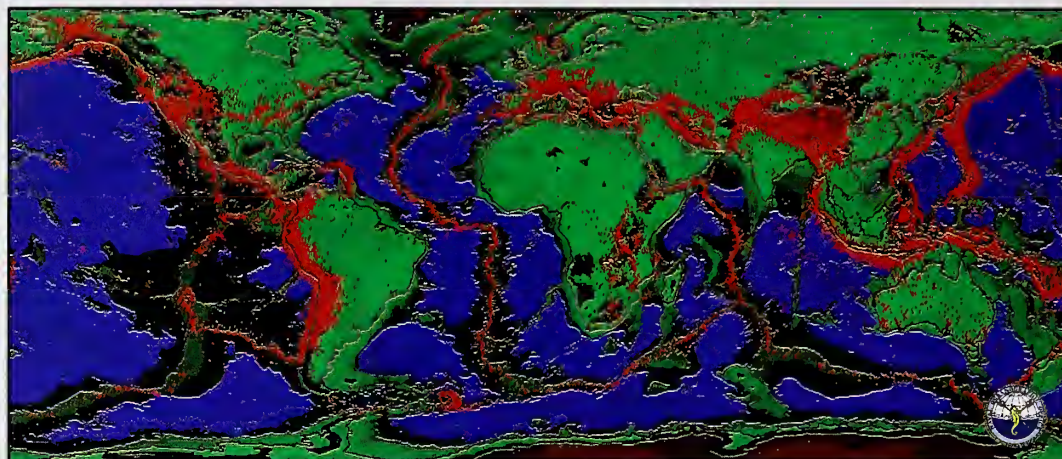
ALL HANDS

MAGAZINE OF THE U.S. NAVY

OCEANS

APRIL 1995

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Earthquake epicenters



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On the Covers

Front cover: View of the Western Pacific taken from Apollo 13, in 1970. Photo courtesy of NASA.

Opposite page: "Destroyer Man," oil painting by Walter Brightwell.

Back cover: EM3 Jose L. Tapia aboard USS Gary (FFG 51). Photo by JO1 Ron Schafer.

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Because there is an ocean, there is a Navy.

The ocean is the single, fundamental difference separating navies from armies and air forces.

Because of this, it is important to understand the maritime environment, so it can be described and predicted for development, deployment and employment of naval systems.



Charthouse

Drug Education For Youth program seeks sponsors

The Navy is looking for interested active and reserve commands to sponsor the Drug Education For Youth (DEFY) program this summer. In 1994, 28 military sites across the nation helped more than 1,500 youths using the prepackaged innovative drug demand reduction program.

DEFY reinforces self-esteem, goal-setting, decision-making and substance abuse resistance skills of nine to 12-year-old children. This is a fully-funded pilot program of the Navy and DOD. DEFY combines a five to eight-day, skill-building summer camp aboard a military base with a year-long mentor program.



"There is no question that DEFY is great for the kids, but it is also a great leadership and self-esteem builder for our Sailors and Marines," said LCDR Wallace Lloyd, DEFY program manager for the Department of the Navy Drug Demand Reduction Task Force.

The excitement which DEFY has created among Navy and Marine Corps communities is evident by its rapid growth from two to 28 sites in one year. Lloyd hopes for 60 programs this year as the program continues to evolve.

For information packets on the DEFY program, contact LCDR Wallace Lloyd at the Drug Demand Reduction Task Force at DSN 226-1157/58/59 or (703) 696-1157/58/59.

Navy Department Releases New Pregnancy Policy

Secretary of the Navy John Dalton issued new pregnancy guidelines for Sailors and Marines Feb. 7. "Our intent is to provide an environment where service men and service women can make conscious and informed decisions about when and under what circumstances to have children," said Dalton.

"The Navy's leadership recognizes that pregnancy is a natural event and not a medical emergency," said Dalton. "We're providing this policy to build positively on existing programs in the Navy and Marine Corps to ensure equality of opportunity while maintaining operational readiness."

The new guidelines acknowledge that both pregnancy and parenthood are compatible with a naval career. The new policy directs Department of the Navy commands to ensure that a pregnant service member's health, career and welfare needs be accommodated to the greatest extent possible.

The policy is the product of an extensive review of the policies for all four military services. The new guidelines place special emphasis on educating service members about the large support network available to them. The sea services' leaders will now be required to increase training for Sailors and Marines about the many medical, legal, financial and spiritual resources available to them. The goal is to in-

form service members in making family planning decisions that are supportive of both their naval service and their parental responsibilities.

"Our approach is not to direct behavior but rather to educate fully so that our service members can make thoughtful and informed decisions," said Dalton. "It is our best hope for a fair and equitable approach to pregnancy, parenthood, family responsibilities and military service."

In addition to educational programs, service women assigned to imminently deploying units will now be given priority access to OB/GYN care.

At the 20th week of pregnancy, a service woman without dependents may now be granted basic allowance for quarters if she requests to move off base prior to giving birth.

Secretary Dalton also directed the Navy and Marine Corps to compile data on the effects of non-deployability on operational readiness. They will also assess health care risks associated with pregnancy and other types of medical conditions that may exist for service women and service men assigned to operational/deployable commands and support commands with significant occupational health considerations (for example, ship and airplane construction/repair facilities).

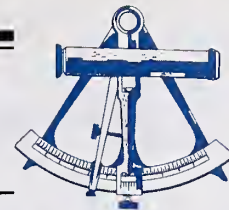
More information is available in SECNAVINST 1000.

Expedited citizenship available for Gulf War vets

Aliens and non-citizen nationals who served on active duty during the

Persian Gulf conflict can apply for expedited naturalization.

President Bill Clinton signed an Executive Order Nov. 22, 1994, that authorizes citizenship for eligible Sailors. Members of the armed forces must have served honorably between Aug. 2, 1990, and April 11, 1991.



Physical presence in the Persian Gulf during that period is not required.

Personnel must have been inducted, enlisted, or reenlisted in the U.S., the Canal Zone, American Samoa, or Swains Island, or have been lawfully admitted to the U.S. for permanent residence.

Personnel applying for expedited naturalization must submit three Immigration and Naturalization Service (INS) forms: INS Form N-400 (application for naturalization), INS Form N-426 (certificate of military service) and INS Form G-325B (biographic form). The forms can be obtained and filed at any INS office.

More information and assistance are available from Naval Legal Service Offices, Navy JAG at (703) 697-9161 or DSN 227-9161, PERS-662 at (703) 697-6621 or DSN 227-6621 and NAVADMIN 006/95.

Fleet support lateral transfer criteria set

Officers may request transition to the new Special Duty Officer (Fleet Support) Community beginning with the April 1995 Lateral Transfer and Redesignation Board. The community is a gender-neutral restricted line community that supports shore commands and staffs, in positions from division officer to major command and beyond.

Officers will be considered on the merits of their past performance and professional qualifications achieved. Officers in the surface, submarine, special warfare, aviation, and special operations communities must be warfare qualified prior to applying.

The board will evaluate officers on their prior experience in areas of specialization such as activity management; space and electronic warfare; manpower, personnel and

training; and logistics and sealift.

Unrestricted line officers must be commanders and below. Staff corps officers applying for transfer must be lieutenant commander and below. More information is available in NAVADMIN 007/95.

Sexual harassment continues to drop



Results from the 1993 Navy Equal Opportunity and Sexual Harassment (NEOSH) Survey show that the Navy is heading in the right direction in eliminating all forms of discrimination and sexual harassment from its ranks.

Sailors who participated in the survey, conducted Navywide every other year since 1989, said they believed sexual harassment has decreased and their commands are taking equal opportunity complaints seriously.

The percentage of women who said they were sexually harassed in the last year was the lowest since the 1991 survey, dropping 25 percent for female enlisted members. The number of women officers who said they were harassed dropped 40 percent from the 1989 survey.

The survey results indicated that

most personnel agree or strongly agree that they have an equal chance to serve, learn and progress no matter what race or ethnic group they belong to. All groups surveyed had generally positive perceptions of the Navy's equal opportunity climate.

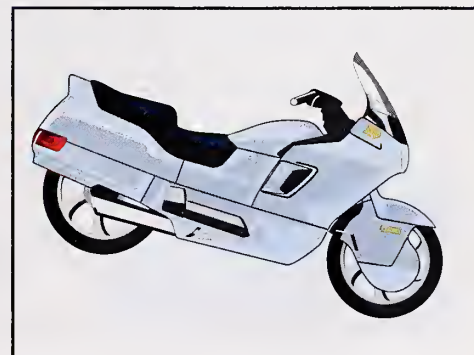
More details about the survey are available in NAVADMIN 005/95.

Safety Center advises against foreign port two-wheelers

As a result of several serious mishaps involving deployed Sailors on rented motorcycles, scooters or mopeds, the Naval Safety Center recommends that commanders prohibit rental of two-wheeled vehicles in foreign ports.

Host nation traffic laws, signs, driving on the left in some countries and speed laws are often misunderstood. Most rental companies do not furnish the personal protective equipment (helmet, eye protection, reflective vest, etc.) required by Navy and Marine Corps instructions and orders. Requirements for motorcycle training may not be waived.

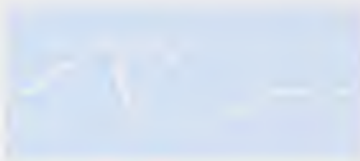
Rather than risk individual mishaps, off-duty groups should do their sightseeing by bus tours or car rentals while in foreign ports, the Safety Center recommended. †



The wave represents naval power



It ♦ is ♦ an ♦ ocean ♦ wave .




The ♦ wave ♦ is ♦ propelled ♦ by ♦ weather .



The ♦ wave ♦ breaks ♦ when ♦ it ♦ comes ♦ ashore .

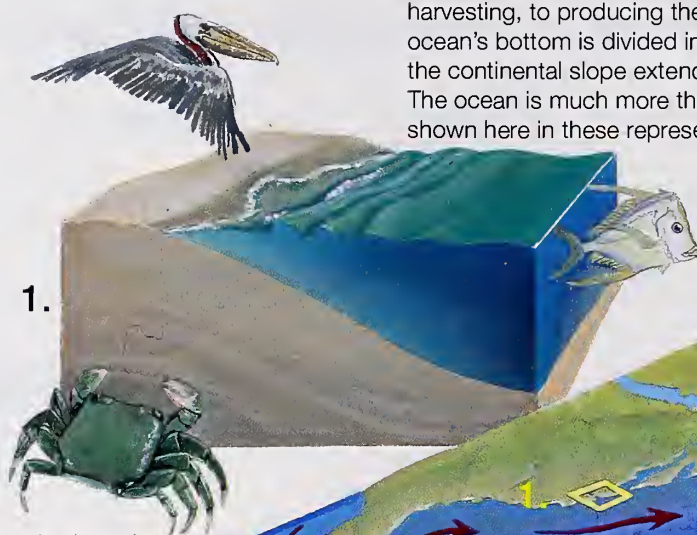
To sail safely at sea, the Navy has always had to understand, describe and predict the ocean environment. This knowledge allows the Navy to operate successfully in the planet's most dynamic environment: the ocean.



In this issue of *All Hands*, you will be introduced to some of the knowledge of the oceans accumulated during the years. You will become more familiar with the environment in which you operate and realize the Navy's world-class science efforts are continuing to expand the knowledge of the use of the oceans in naval operations.

The Navy's knowledge of the oceans – from space to the bottom of the sea, and from the open ocean to the complex littoral – equates to a very real kind of power: power to ensure we prevail as we move “Forward ... From the Sea.”

The oceans cover more than 70 percent of the Earth's surface and affect every aspect of our lives — from the traditional fish and shellfish harvesting, to producing the world's major weather patterns. The ocean's bottom is divided into the continental shelf along the coasts, the continental slope extending downward, and the deep ocean floor. The ocean is much more than the blue water upon which we sail — as shown here in these representative looks into the ocean.



1.

1. The littoral zone extends along the continents from the beach seaward to a depth of about 200 meters. It is an oceanographically complex region that challenges Navy operations with factors such as tides; seas and surf; reefs and sandbars; sediment variations and submerged features; sea life; and highly variable weather. Nearly 200,000 varieties of organisms live here and account for 90 percent of the world's fish and shellfish catch.

2.



2. The Gulf Stream is a massive warm ocean current flowing northeast along the eastern seaboard and across the Atlantic Ocean. Spawning the dangerous nor'easters that mariners dread, warm and cold water eddies form along its wall and complicate anti-submarine warfare training and operations.

3. The abyssal plains of the deep ocean are extremely flat and extend for hundreds of miles. The extreme cold, intense pressure and total darkness require adaptations to see and be seen and forced evolution of bizarre creatures, such as the *Idiacanthus panamensis* shown here with body studded with light-producing photophores.

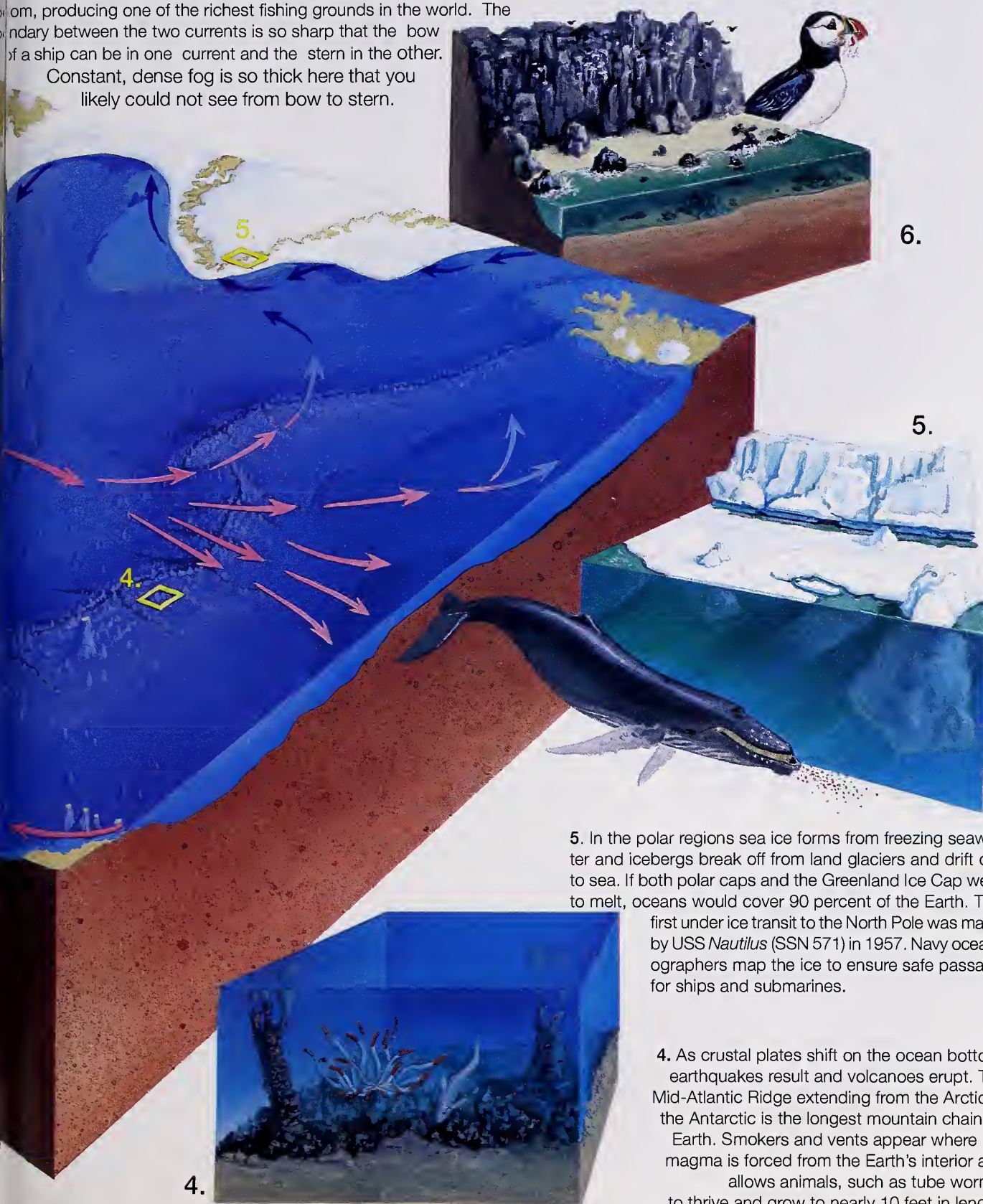


3.

Oceans

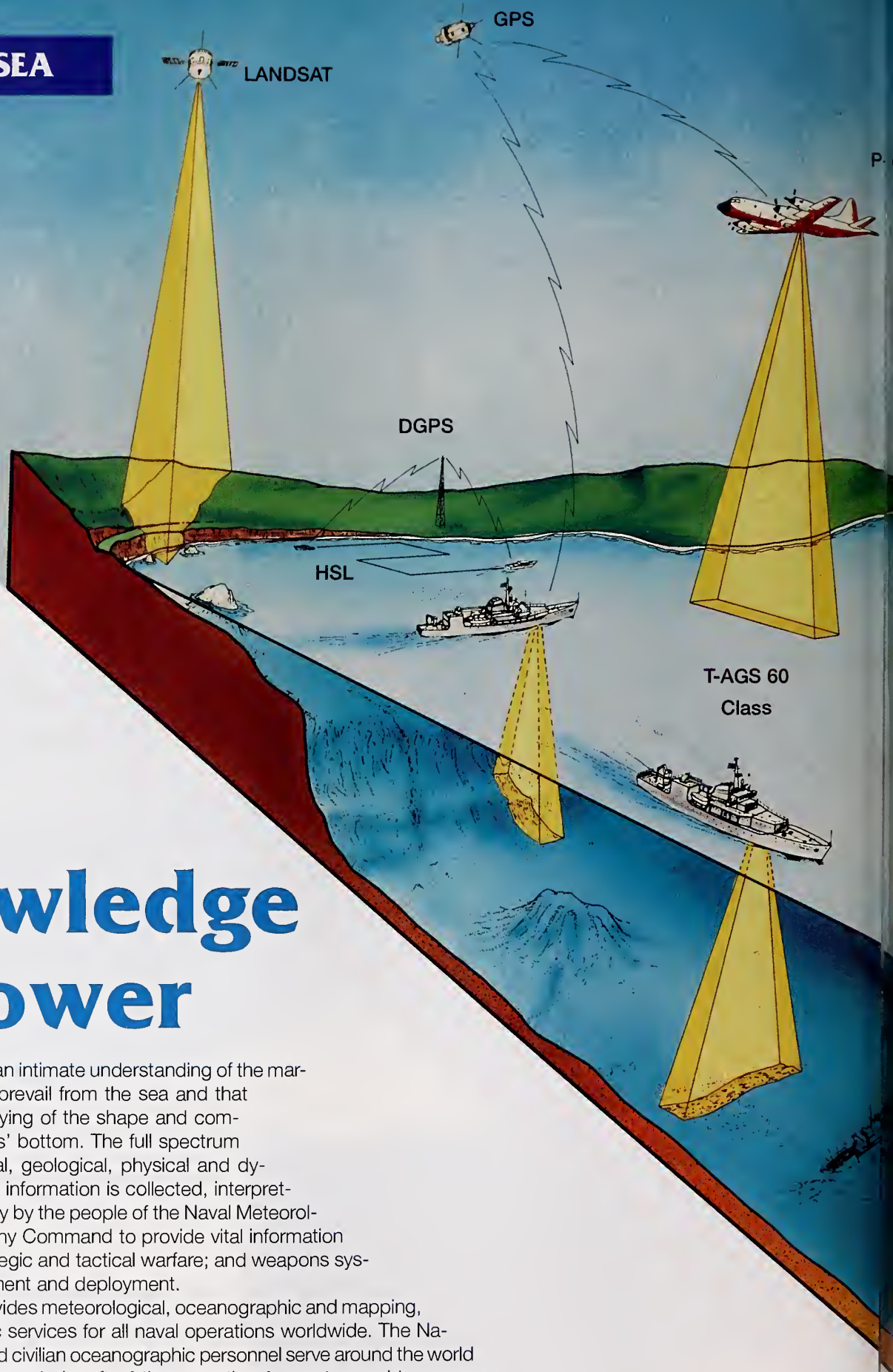
The interaction of the cold Labrador Current and the warm Gulf Stream and Newfoundland's Grand Banks brings abundant nutrients up from the bottom, producing one of the richest fishing grounds in the world. The boundary between the two currents is so sharp that the bow of a ship can be in one current and the stern in the other.

Constant, dense fog is so thick here that you likely could not see from bow to stern.



5. In the polar regions sea ice forms from freezing seawater and icebergs break off from land glaciers and drift out to sea. If both polar caps and the Greenland Ice Cap were to melt, oceans would cover 90 percent of the Earth. The first under ice transit to the North Pole was made by USS *Nautilus* (SSN 571) in 1957. Navy oceanographers map the ice to ensure safe passage for ships and submarines.

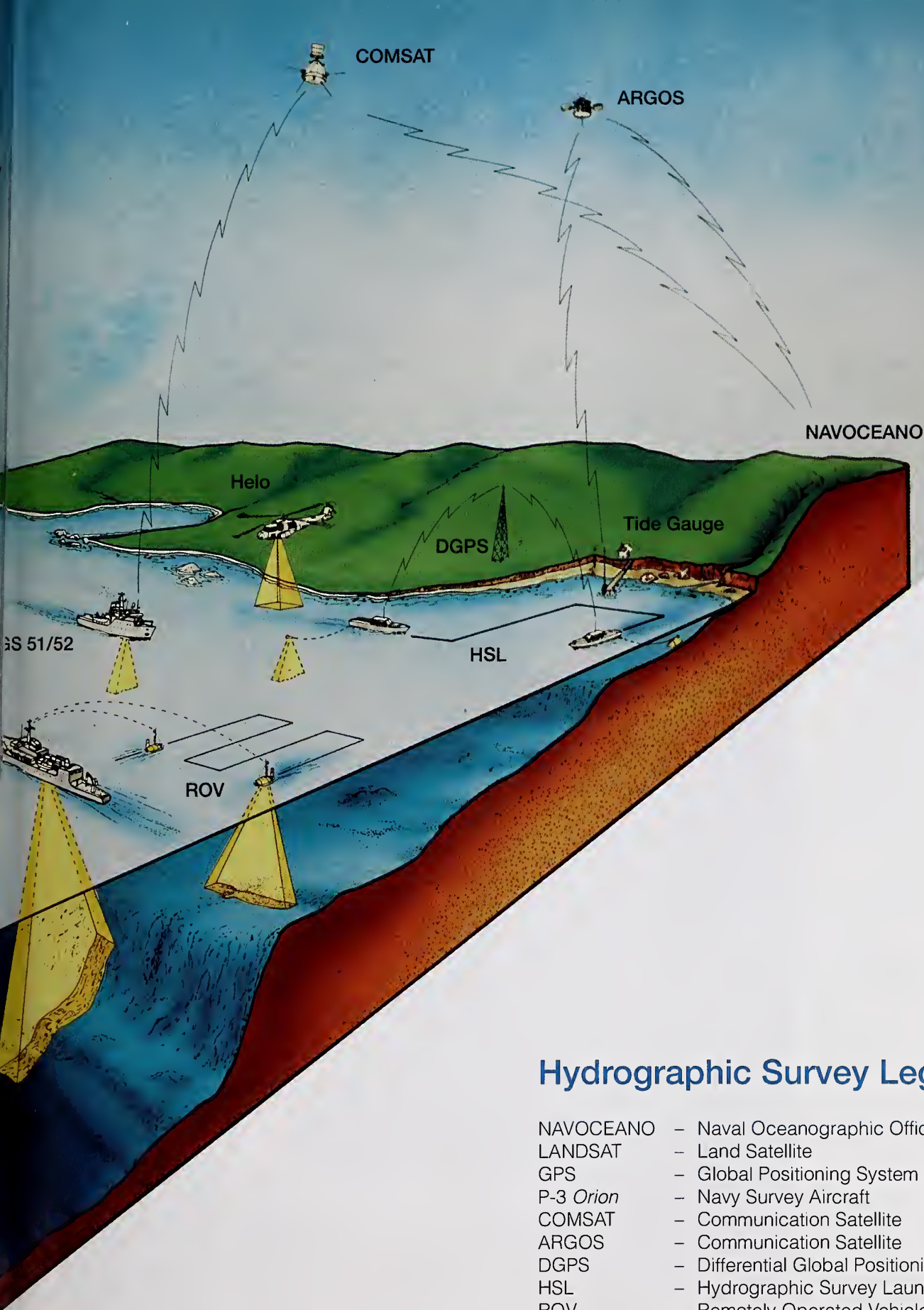
4. As crustal plates shift on the ocean bottom, earthquakes result and volcanoes erupt. The Mid-Atlantic Ridge extending from the Arctic to the Antarctic is the longest mountain chain on Earth. Smokers and vents appear where hot magma is forced from the Earth's interior and allows animals, such as tube worms, to thrive and grow to nearly 10 feet in length.



Knowledge is power

Naval forces need an intimate understanding of the maritime environment to prevail from the sea and that begins with the surveying of the shape and composition of the oceans' bottom. The full spectrum of biological, chemical, geological, physical and dynamic oceanographic information is collected, interpreted and applied globally by the people of the Naval Meteorology and Oceanography Command to provide vital information for safety at sea; strategic and tactical warfare; and weapons system design, development and deployment.

The command provides meteorological, oceanographic and mapping, charting and geodetic services for all naval operations worldwide. The Navy's officer, enlisted and civilian oceanographic personnel serve around the world and aboard the ships and aircraft of the operating forces to provide on-scene services. ‡



Hydrographic Survey Legend

NAVOCEANO	- Naval Oceanographic Office
LANDSAT	- Land Satellite
GPS	- Global Positioning System Satellite
P-3 Orion	- Navy Survey Aircraft
COMSAT	- Communication Satellite
ARGOS	- Communication Satellite
DGPS	- Differential Global Positioning System
HSL	- Hydrographic Survey Launch
ROV	- Remotely Operated Vehicle
T-AGS Vessel	- Auxilliary General Survey Ship
Helo	- Near-shore Harbor Survey Helicopter

Glowing in the dark

Fireflies sparking on a summer's evening. Jellyfish glowing in night waters. These are examples of bioluminescence – light emitted by living organisms. Unlike incandescent light, the light produced by luminous animals and plants results from a biochemical reaction to oxygen.

Among the thousands of species of bioluminescent marine creatures, the majority are planktonic organisms. Frequently found in immense groups, these creatures glow in the wake of swimming fish or passing ships. The Navy studies bioluminescence because when ships pass through concentrations of bioluminescent creatures, the ship's turbulence may disturb the creatures, causing them to emit light and reveal the location of the ship. Some luminous species of saltwater bacteria cause decaying fish to glow in the dark. Certain animals such as the “flashlight” fish culture colonies of these bacteria on their bodies and use them as their own light source.

At levels where the sun does not penetrate, luminous animals give the effect of a starlit night. Scientists estimate 96 percent of all creatures found at these depths possess some form of self-light generation. Some deep-sea creatures develop photophores, light-producing organs which may be arranged in symmetrical rows along the fish's body or in a single unit overhanging the mouth. Studies reveal that photophores are connected to the nervous system and are biochemically activated.

Why does bioluminescence occur? Scientists still aren't certain, but there are several possible reasons. “Blinking” patterns observed in many species indicate that the light serves a communication or courtship purpose. The light may reveal food or lure prey. Creatures with poorly developed or nonexistent eyes may use the light to blind or startle predators.

In the past, bioluminescence caused superstition, awe, and even fear. Today, it remains one of nature's most fascinating phenomena. Bioluminescence can be used as a tool to locate ships and schools of fish and detect illegal fishing or chemical hazards. †



Bioluminescence was once confused with phosphorescence in the belief that it was caused by the element phosphorus.



The luminescent dinoflagellate, *Noctiluca*, is large enough (0.5 mm) to be seen with the naked eye.

Sounds from the sea

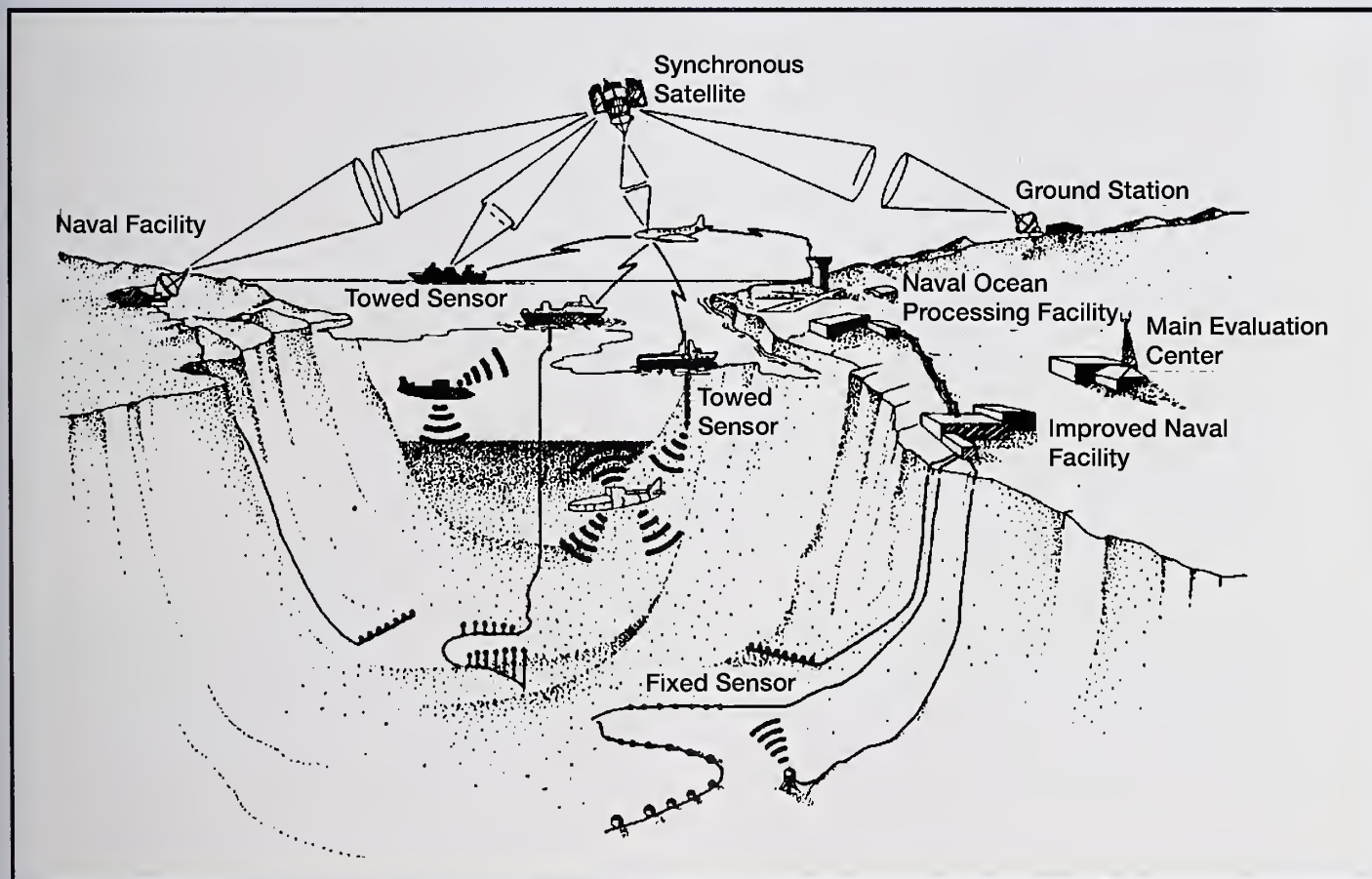
The undersea world presents an image of peaceful, quiet serenity. This appearance is quite deceptive. Besides being dynamic and challenging frontiers for exploration, the oceans are extremely noisy places.

Land animals, such as dogs and cats, bark and meow to communicate. Fish and other marine animals also communicate with their own unique sounds. In combination, these form a confusing medley which, when picked up on sonar, can sound remarkably similar to the noises made by boat engines and propellers.

A thorough understanding of these animal noises is necessary to distinguish them from the sounds the Navy is actually attempting to hear – submarines.

These sounds apparently serve as communication, defense and courtship means between the many different species of marine creatures. Studies of the squeals made by dolphins and porpoises reveal that these highly intelligent sea mammals have a very sophisticated “language” and that they can even mimic the human voice. Whales communicate with sounds similar to the trumpeting of elephants.

Drumfish and groupers produce drum-like thumps, probably as a defense mechanism against predators. Croakers are so called because of the hollow noises they emit. The mating call of the toadfish resembles a boat whistle. Other noisy sea animals include sea lions, seals, crabs, snapping shrimp and lobsters. ‡



The U.S. Navy's ocean surveillance system consists of both fixed and towed acoustic sensors that provide submarine detection and cueing to tactical anti-submarine warfare forces.

Why is the ocean blue?



The calm blue Gulf Stream. The exotic turquoise Caribbean Sea. The Pacific Ocean reflecting a brilliant coral sunset. Although sea water is usually thought to be deep blue, the world's waterways actually form a rainbow of colors.

The sea appears to be blue for the same reason that the sky looks blue. Sunlight, composed of electro-magnetic radiation ranging in color from red to blue, is scattered by particles suspended in the water. The shorter blue wavelengths scatter more effectively and are absorbed less quickly than the longer red and orange wavelengths.

Sea water appears blue for about 100 feet under the surface although a small percentage of undetectable blue light remains in the water up to the 600-foot level. At about 400 feet, color becomes indistinguishable and shadows disappear. After 600 feet, light absorption is so complete that the ocean appears black.

Because the sea is a mirror of the sky, clouds or a sunset can further alter the water's color. An overcast day

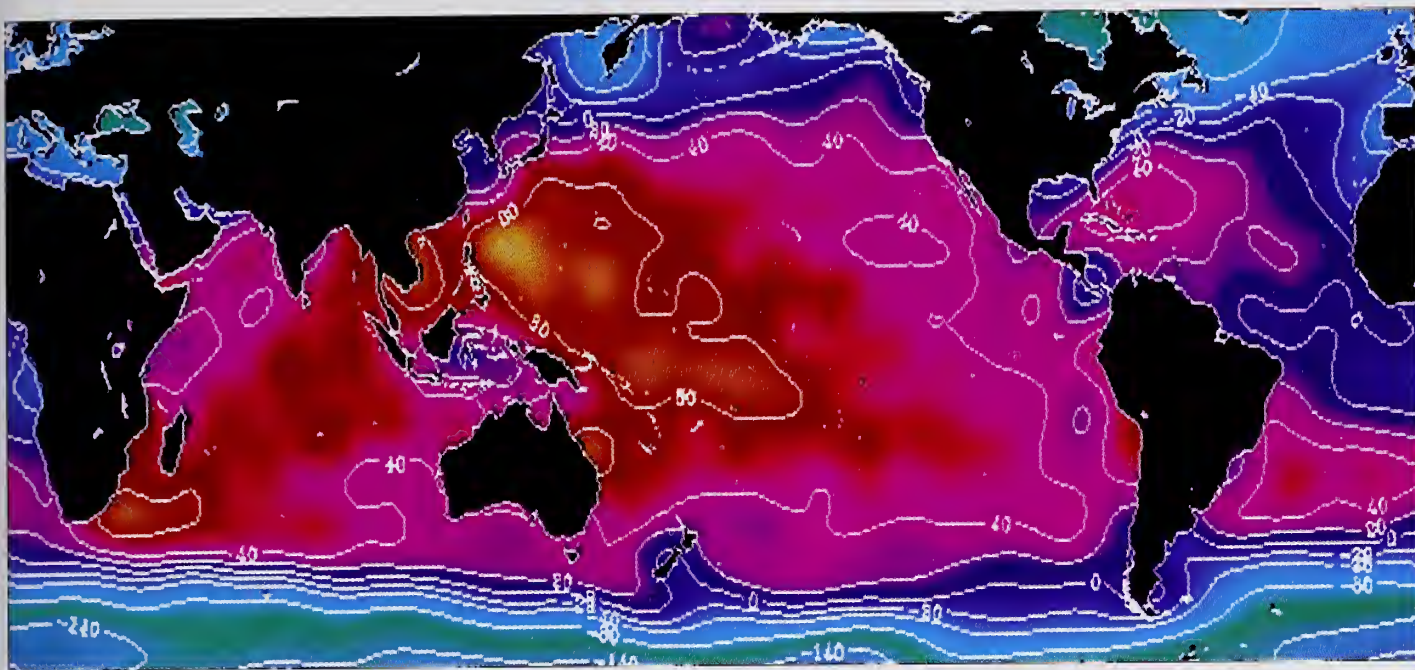
can change a bright blue lake to a steely gray.

Light absorption explains blue water, but why is the Red Sea red and the Yellow Sea yellow? These colors are caused by microscopic organisms, silt and mud suspended in the water. Near some coastlines, microscopic floating plants exude yellow pigments which turn the normally blue water to green. Some algae release brownish-red pigments, hence the Red Sea. The Yellow Sea owes its hue to mud carried in by its contributing rivers. The color deepens during floods.

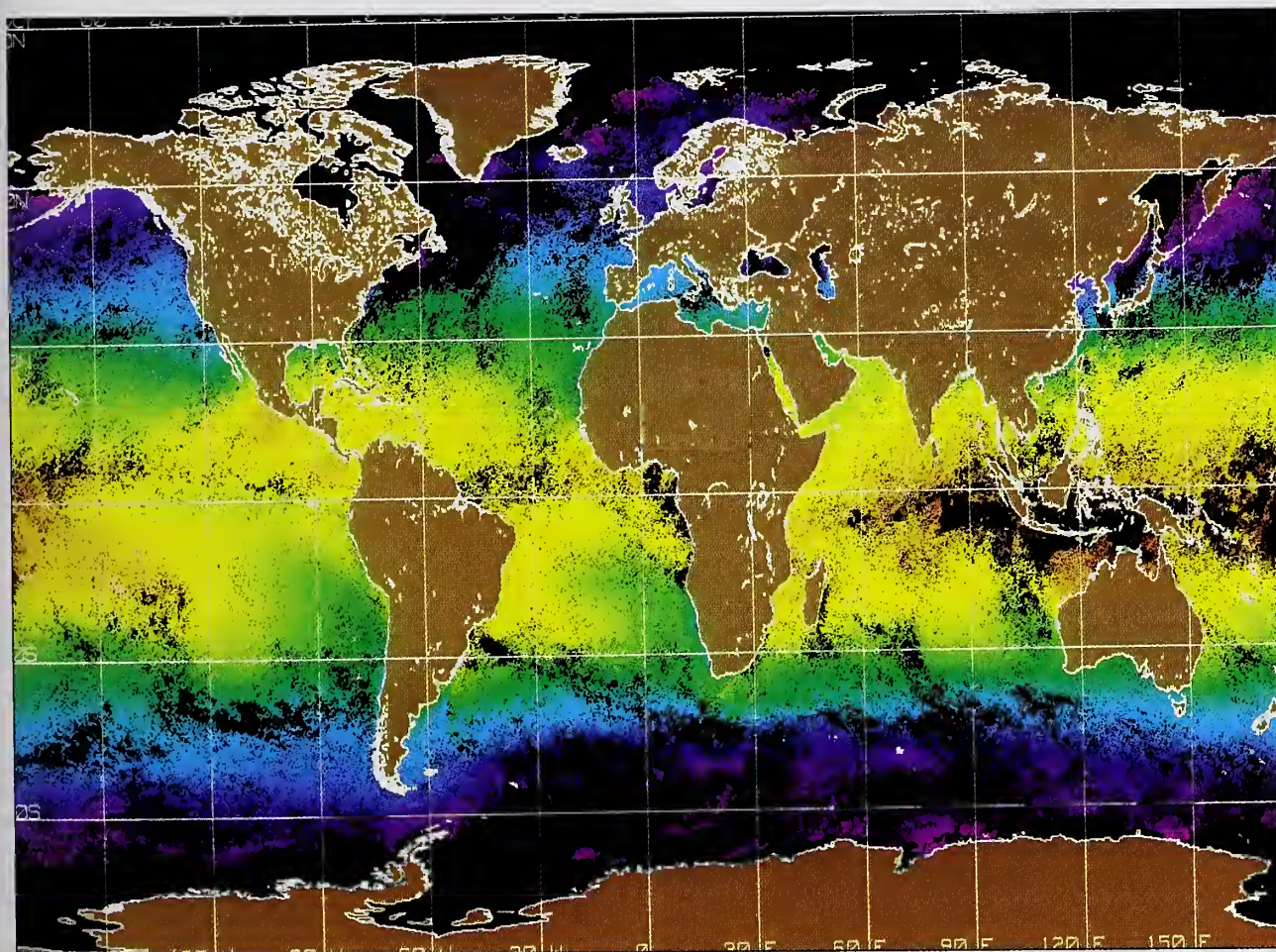
Unlike most major bodies of water, the Black Sea is landlocked with only one narrow, shallow outlet connecting it to the Mediterranean Sea. There is little oxygen in the water except near the surface, and the result is a heavy concentration of hydrogen sulphide near the bottom which colors the water black. Despite the many scientific reasons for the shifting colors of the oceans, the sea and its hues remain a subject of mystery and legend. As seawater changes from serene blue, to vivid aqua, to turbulent black, the sea often seems as moody as the humans who sail its surface. †

Oceans and Major Seas

Name	Area sq. mi	Average depth (feet)	Greatest known depth (feet)	Location of greatest known depth
<i>Pacific Ocean</i>	64,000,000	13,215	36,198	<i>Mariana Trench</i>
<i>Atlantic Ocean</i>	31,815,000	12,880	30,246	<i>Puerto Rico Trench</i>
<i>Indian Ocean</i>	25,300,000	13,002	24,460	<i>Sunda Trench</i>
<i>Arctic Ocean</i>	5,440,200	3,953	18,456	<i>77° 45' N; 175° W</i>
<i>Mediterranean Sea</i>	1,145,100	4,688	15,197	<i>Off Cape Matapan, Greece</i>
<i>Caribbean Sea</i>	1,049,500	8,685	22,788	<i>Off Cayman Islands</i>
<i>South China Sea</i>	895,400	5,419	16,456	<i>West of Luzon</i>
<i>Bering Sea</i>	884,900	5,075	15,659	<i>Off Buldir Island</i>
<i>Gulf of Mexico</i>	615,000	4,874	12,425	<i>Sigsbee Deep</i>
<i>Sea of Okhotsk</i>	613,800	2,749	12,001	<i>146° 10' E; 46° 50' N</i>
<i>East China Sea</i>	482,300	617	9,126	<i>25° 16' N; 125° E</i>
<i>Hudson Bay</i>	475,800	420	600	<i>Near entrance</i>
<i>Sea of Japan</i>	389,100	4,429	12,276	<i>Central Basin</i>
<i>Andaman Sea</i>	308,100	2,854	12,392	<i>Off Car Nicobar Island</i>
<i>North Sea</i>	222,100	308	2,165	<i>Skagerrak</i>
<i>Red Sea</i>	169,100	1,611	7,254	<i>Off Port Sudan</i>
<i>Baltic Sea</i>	163,000	180	1,380	<i>Off Gotland</i>



Global chart of dynamic ocean heights. Red corresponds to the areas of ocean higher than the global mean (i.e., warmer) and blue areas are lower relative to the mean (i.e., colder).



This image depicts the sea surface temperatures of the world's oceans. Red and yellow indicate warmer temperatures and purple indicates the coldest water.

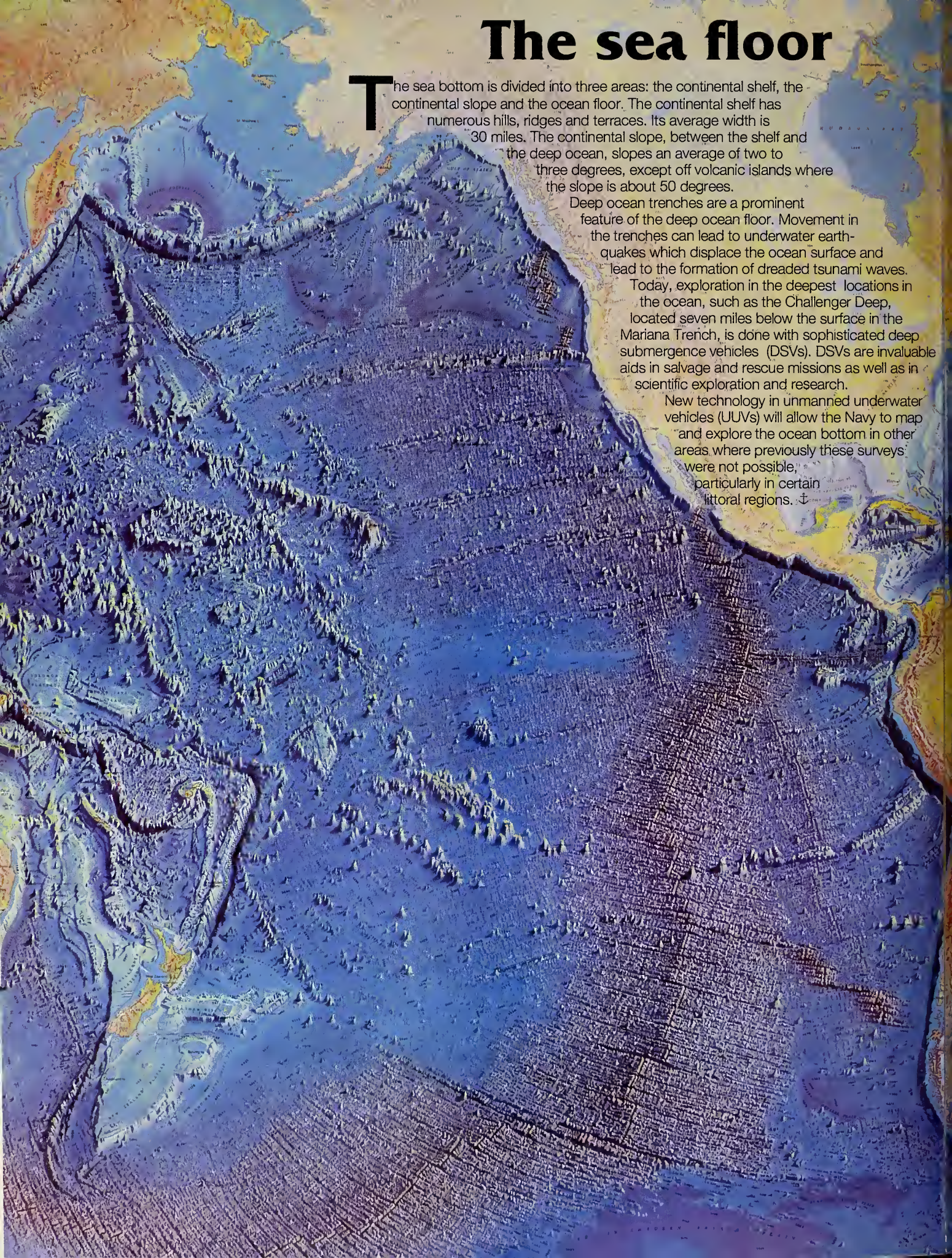
The sea floor

The sea bottom is divided into three areas: the continental shelf, the continental slope and the ocean floor. The continental shelf has numerous hills, ridges and terraces. Its average width is 30 miles. The continental slope, between the shelf and the deep ocean, slopes an average of two to three degrees, except off volcanic islands where the slope is about 50 degrees.

Deep ocean trenches are a prominent feature of the deep ocean floor. Movement in the trenches can lead to underwater earthquakes which displace the ocean surface and lead to the formation of dreaded tsunami waves.

Today, exploration in the deepest locations in the ocean, such as the Challenger Deep, located seven miles below the surface in the Mariana Trench, is done with sophisticated deep submergence vehicles (DSVs). DSVs are invaluable aids in salvage and rescue missions as well as in scientific exploration and research.

New technology in unmanned underwater vehicles (UUVs) will allow the Navy to map and explore the ocean bottom in other areas where previously these surveys were not possible, particularly in certain littoral regions. ⚓



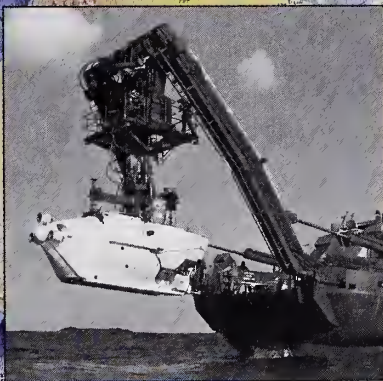
Undersea volcanoes

Millions of years ago, thousands of volcanic islands such as the Hawaiian Island chain were born in oceans throughout the world. Undersea volcanoes are still found in all the oceans with approximately 10,000 active ones on the floor of the Pacific Ocean.

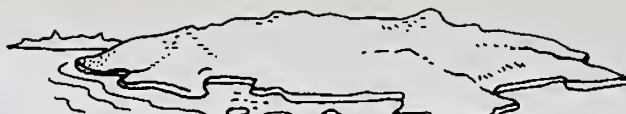
Volcanoes alternate active periods which can last for millions of years with long dormant phases. During active periods, the lava cone builds up and eventually explodes onto the ocean floor as molten lava. The lava solidifies and turns into volcanic rock.

These volcanoes are enormous. Hawaii, the largest mountain on earth, has a relief of 32,024 feet above its base – more than 3,000 feet higher than Mt. Everest.

The low-frequency noises of volcanoes are another challenge for Navy underwater acoustics. The extremely warm temperature also heats the water and results in significant changes in the food chain, such as tube worms which can increase in size by a factor of 10 from those living in other areas of the oceans. ‡



The deep submergence vehicle *Alvin* is lowered from the research vessel *Atlantis II*, after preparations for a 12,500-foot descent to the wreck of the *Titanic*.



Giant Floe: 3,000' - 5 miles



Medium Floe: 600' - 3,000'

Go with the floe

At first glance, sea ice may seem to be a simple subject to understand – the poles are cold and ice-covered, and the ice caps are permanent features. Unfortunately, it is not that simple. The ice-covered area doubles every winter before shrinking during the warm months to its minimum size in September, and the ice edge can move up to 200 km in a single week from the actions of ocean currents and storms.

For nearly 40 years our Navy has deployed submarines under the Arctic ice, so we must understand the ice conditions where it is thin enough for them to surface for operations and in an emergency. Surface ships operating near the ice edge need forecasts of the ice edge movement because most are not ice-strengthened and must

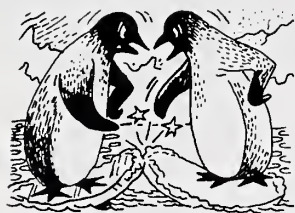
avoid the ice completely.

Patrol aircraft have flown throughout the Arctic for many years and must know the ice characteristics for sonobuoy deployment. And the personnel who are stationed in Thule, Greenland, and McMurdo Station, Antarctica, rely on resupply ships that need to know the ice conditions.

Also, there are many interests outside of the Navy who are studying the ice or using ice information for many reasons including the effects of possible global warming and climate change; where schools of commercial fish can be caught; shipping along the Alaskan North Slope; and transport of pollution in the Arctic from freshwater river runoff. ‡

Ice in the Sea

Ice in the sea consists, for the most part, of either sea ice formed by the freezing of top layers of the ocean, or ice bergs originating from glaciers or continental ice sheets.



Sea ice accounts for probably 95 percent of the area of ice encountered, but bergs are important because of the manner in which they drift from their point of origin, constituting a navigation hazard.

A certain amount of ice encountered at sea originates in rivers or estuaries as fresh water ice; however its importance is local as it is already in a state of deterioration by the time it reaches the open sea. The first sign that the sea surface is freezing is an oily opaque appearance of the water. This appearance is caused by the formation of spicules, minute ice needles, and thin plates of ice known as frazil crystals, which develop into thick soupy slush.



Except in wind-sheltered areas, the slush, as it thickens, breaks up into separate masses, frequently in a characteristic pancake form. The raised edges and rounded shapes result from collisions of the cakes. With continuation of low temperatures the cakes freeze into a continuous sheet. Ice may grow to a thickness of four or five inches in the first 48 hours, after which growth becomes progressively slower. Sea ice seldom becomes more than five to seven feet thick the first winter.



As stresses are relieved, long cracks develop which permit movement of segments within the pack. With the shifting of the ice, crowding may cause the ice to pile up into pressure ridges and hummocks. Rafting (overriding of one piece onto another) is the most common effect of pressure. In spring or summer as snow or the surface of the ice melts, the ice becomes covered with water. Continued thawing of the ice develops honeycomb passages and holes into which the surface water drains. ‡





Small Floe: 30' - 600'



Block: 6' - 30'



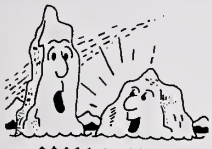
Brash: 6'



Ice Cubes: 1"



Ice of land origin in the sea, though often spectacular, is of minor importance in arctic operations except in localized areas. Icebergs are large masses of ice detached from the fronts of glaciers, from glacier ice tongues, or from the shelf ice of the Antarctic. Smaller masses, termed growlers and bergy bits, originate, like bergs, from glaciers, or are formed from the disintegration of icebergs and other masses of land-formed ice.



When the fog is dense but the sun is shining the first appearance of a berg is in the form of a luminous white object. If the sun is not shining it is a dark, somber mass with a narrow streak of black at the water line.



It is often erroneously assumed that a berg with one-eighth above water and seven-eighths submerged should be floating with a draft seven times its height above water; but these ratios hold good only for mass, and not for shape.

Ice off the southeast coast of Greenland. Composite satellite imagery shows visible pack ice (upper center) along coast. The multi-color bands indicate ice measured by passive microwave radiation, which allows satellites to chart ice even through cloud cover. The vertical bars indicate thickness of ice.

Bergs are irregular in form and take many varied shapes. Most common are the irregular dome-shaped bergs, produced by glaciers that have plowed across the uneven land on their way to tidewater.



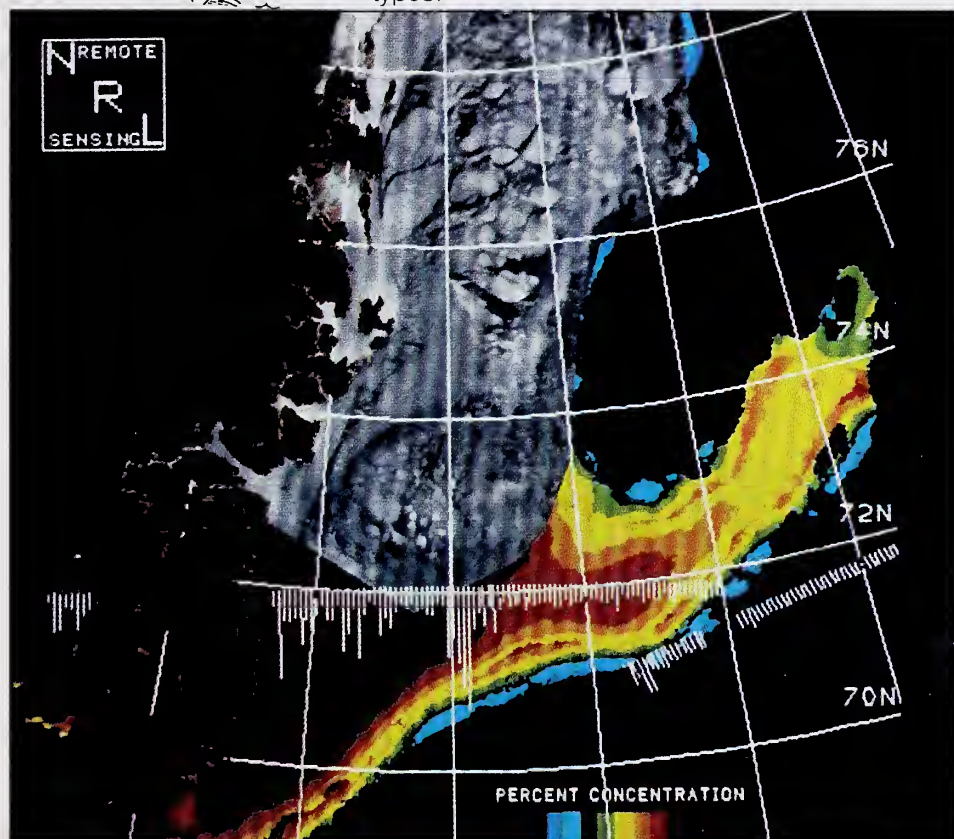
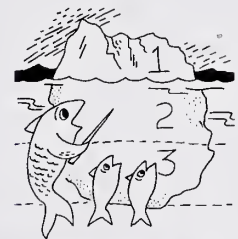
Icebergs are products of the land, and not of the sea. Arctic bergs originate mainly in the glaciers of Greenland, which has 90 percent of the land ice of the north polar region.



Measurements on Arctic bergs show that the draft is seldom more than five times the exposed height for the blockiest bergs, and may be as low as one or two times the height for the pinnacle and irregular types.



At times an iceberg will appear dark in contrast with the sky or with other bergs in the direct sunlight, and this phenomenon has often led mariners to report islands where none exist.



Time and tides ...

Although the effect of the moon's gravity upon us is only one ten-millionth the Earth's own gravitational pull, its power is enough to drag the Earth's oceans from their normal boundaries. Luckily, tidal forces can only affect large bodies – such as the oceans – and this explains why soup tends not to spill over the sides of the bowl when the moon is full.

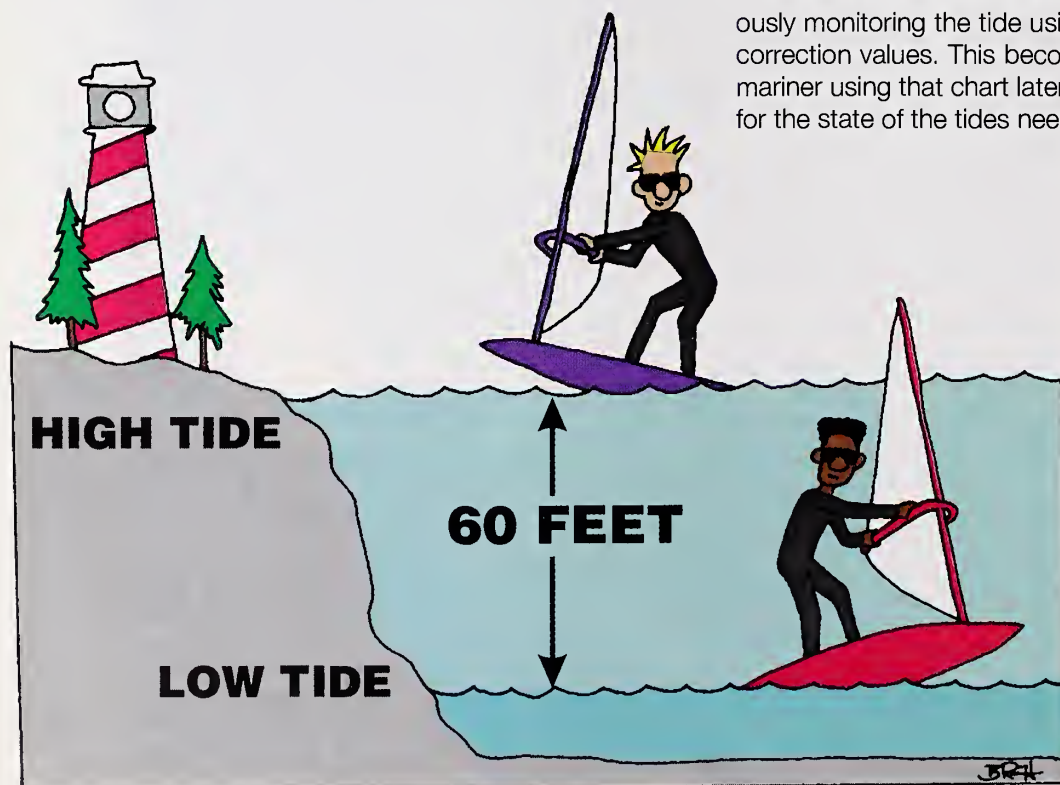
Tidal swelling occurs twice a day on both sides of the Earth, once when the moon is directly overhead, and once when the moon is on the other side of the Earth. Tides typically have ranges in the one to two meter range, but there are some areas which show no tides at all, and others which have ranges up to 10 meters.

In times of war, considerations such as the phases of the moon and tidal forces can have critical influence. Knowing they had only a two-day window of opportunity, World War II's D-Day Allied forces hit the beaches of Normandy on June 6, 1944, knowing the low tides and the moon's brightness would reveal the full extent of Hitler's "wall of death." Thus began the end of the war.

Conversely, disaster struck the Marines at Tarawa in 1943, when unanticipated low water over the barrier reef grounded an entire wave of landing craft hundreds of yards short of the beach. With the Navy's increased focus on the littoral, knowledge of the tides becomes ever more critical.

The actual speed and height of tides is not only affected by the moon, but by land masses, water depth, winds and barometric pressure. When the barometer drops by one inch of mercury, the seas rise by 13 inches. The effects are even more amplified when the moon is at perigee, or closest distance to Earth. Not only will this coincidence bring the highest tides of the year, it can also cause coastal flooding. Although the moon's distance from us varies only from 9 to 14 percent closer at time of perigee, it can cause tidal influences that are 30 to 48 percent greater during times of perigee.

Because tides continually change the depth of the water, any depth measurement taken during Navy hydrographic surveys will depend upon the time that measurement was taken. Since a chart can only reflect one depth value, soundings obtained during a survey need to be corrected for the state of the tide. This is done by continuously monitoring the tide using tide gauges, and adding correction values. This becomes the charted depth. Any mariner using that chart later will adjust the charted depth for the state of the tides needed. ±



The Bay of Fundy, between Nova Scotia and the Canadian mainland, exhibits tidal ranges up to 60 feet.



Navy oceanographers: surveyors of the seas

Story by JO1 Ron Schafer, photo by Patricia Lanza

When the Naval Undersea Warfare Center in Newport, R.I., chose Onslow Bay as the site for their proposed shallow water undersea warfare training range, they realized they would need to know every inch of the area. They needed a team of experts to obtain the necessary information and data about the site. Enter the Naval Oceanographic Office.

NAVOCEANO, headquartered at the Stennis Space Center, Miss., is the largest single element of the Naval Meteorology and Oceanography Command. The office conducts oceanographic surveys in the world's oceans using ships, aircraft and other platforms to collect hydrographic, magnetic, geodetic, biologic, chemical, navigation and acoustic data.

The survey of the Onslow Bay site, located off the coast of Morehead City, N.C., was a general oceanographic and bathymetric survey to fully characterize the area and determine if there was anything to prevent the installation of hydrophones and underwater cables that would constitute the proposed range. The range would be used primarily for underwater weapons systems training but would include some evaluation and test components.

"Our job," explained Jim Glydewell, a senior NAVOCEANO representative and head of the Onslow Bay survey team, "is to collect, process and establish a data base [of] oceanographic data. We give the data to the customer in a nice processed form, but we also put it in our data base so that anyone who needs the data

can get it."

The survey area measured 35 by 50 nautical miles, approximately 200 percent larger than the proposed range. Water depths ranged from 20 to 200 fathoms. Among the data taken, according to Glydewell, were measurements of conductivity, temperature and depth, side-scan sonar and sub-bottom profiling, bottom samples and gravity measure-

ments. More than 480 nautical miles of continuous data were collected along with 164 bottom samples. Bottom composition affects acoustics, anchorages and landings and must be considered in any survey taken.

Operating on board USNS *Kane*, one of eight Navy oceanographic survey ships, the 11-member crew from NAVOCEANO included physical scientists, geologists, physicists and oceanographers. "It's fairly typical," Glydewell said of the team's makeup. "For this particular survey, I wanted to be sure we had the proper mix of talent, so I chose people very carefully."

NAVOCEANO also provides service to international customers. Agreements with other nations, including Morocco, South Korea and Indonesia, enable NAVOCEANO to supply them with a minimal amount of equipment and personnel to help them begin coastal

surveys of their own. The data obtained in those surveys is then added to the NAVOCEANO data base and is made available governmentwide. ‡

Schafer is a Norfolk-based photojournalist for All Hands.



Naval oceanographers examine sample of the ocean floor retrieved by a bottom grab sampler.

Freedom of Navigation, Freedom

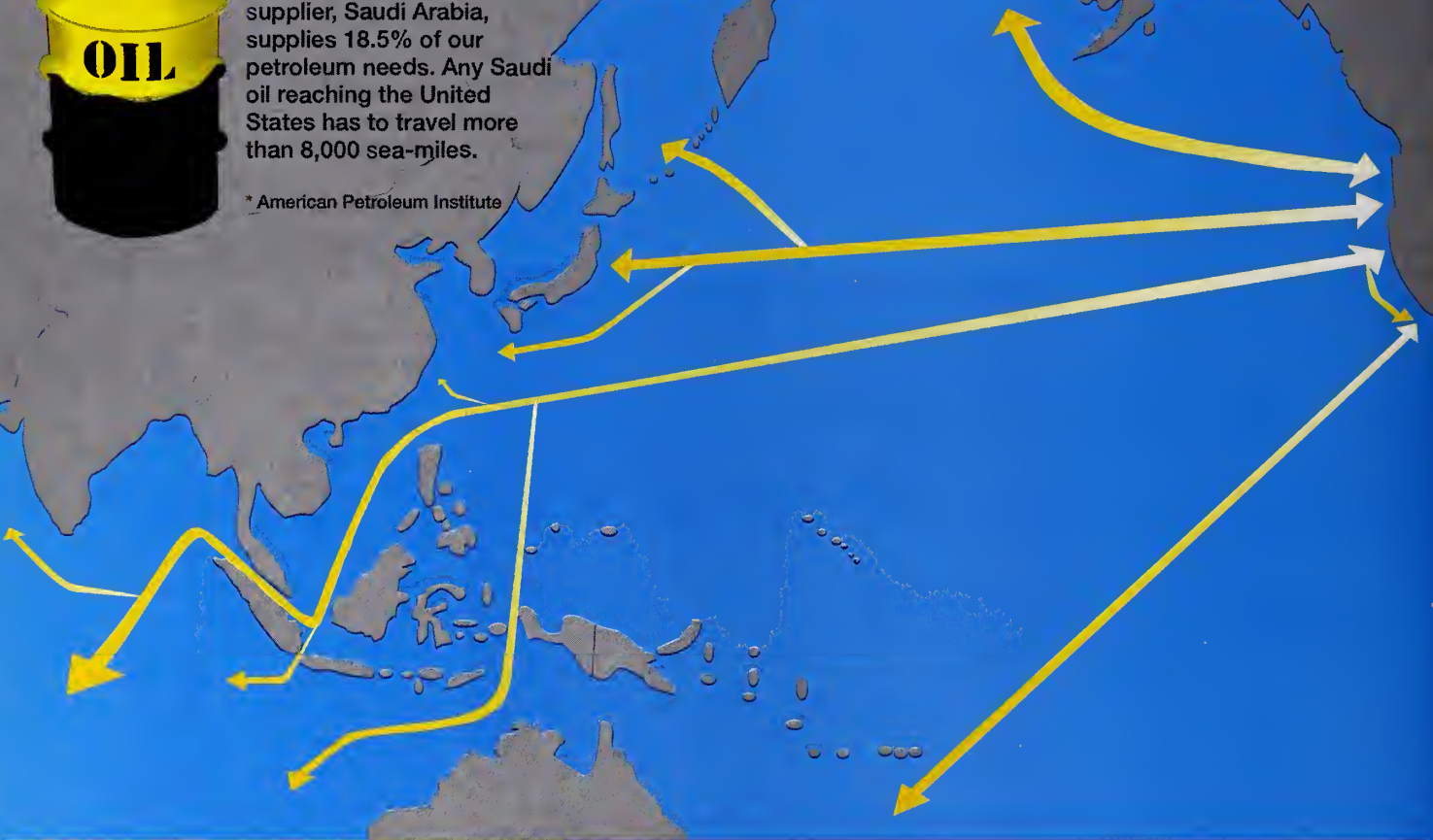
In 1994, for the first time, more than half of the oil used in the U.S. was imported.*

The largest foreign supplier, Saudi Arabia, supplies 18.5% of our petroleum needs. Any Saudi oil reaching the United States has to travel more than 8,000 sea-miles.

* American Petroleum Institute



Seaborne commerce exceeds 3.5 billion tons annually and accounts for 80 percent of trade among nations.



Freedom of Navigation

The United States relies upon the freedom to transit international waters and straits for its economic and military security. The 1982 U.N. Law of the Sea Treaty stabilized the breadth of territorial seas at 12 nautical miles; set forth navigational regimes of innocent passage in territorial seas; established transit passage in straits used for international navigation; and reaffirmed the traditional freedoms of navigation and overflight in exclusive economic zones and the high seas beyond.

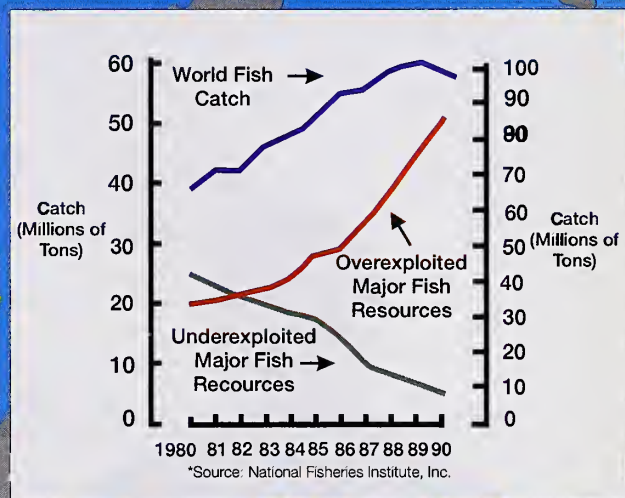
Transit Passage: Battle Group Cost and Time Savings

If prevented from transiting through the Indonesian Archipelago and the Strait of Malacca, a battle group sailing from Yokosuka, Japan, to Bahrain would have to reroute around Australia. Assuming a steady 15-knot pace, the six-ship battle group (all consuming conventional fuel) would require an additional 15 days and approximately 94,050 gallons of fuel to transit an additional 5,800 nm. Additional fuel cost would be approximately \$2.9 million.

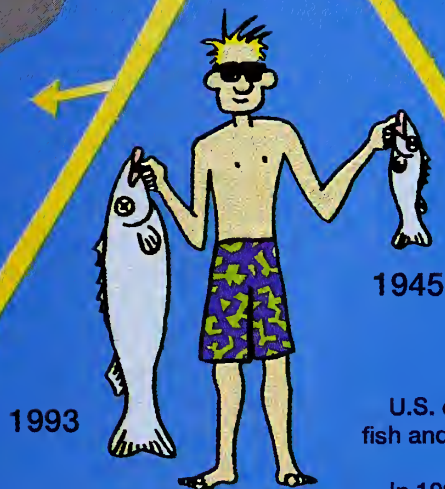


With transit passage rights
Without transit passage rights

Trade, Freedom to Fish



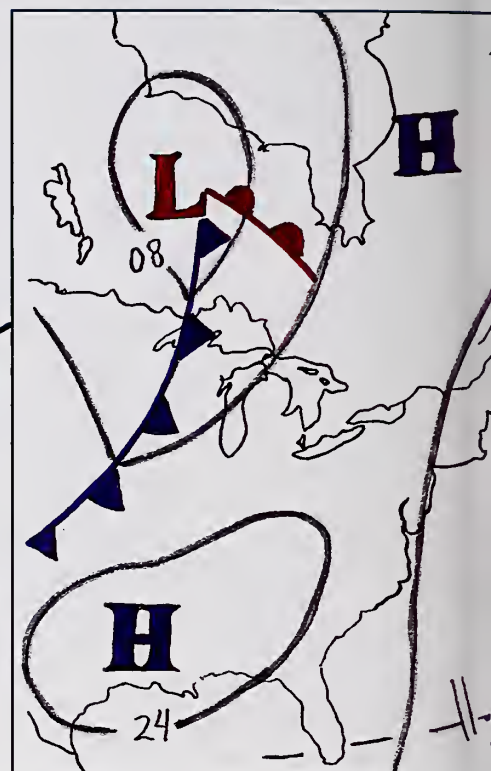
The U.S. and world economy would soon fail, if the United States could not import and export goods across the oceans. Virtually every aspect of our daily lives are touched by goods and services that are ultimately connected to free trade over the oceans. The U.S. Navy ensures our national security by keeping the sea lanes open for.



U.S. commercial fishermen caught 4.4 billion pounds of fish and shellfish in 1945 and 10.5 billion pounds in 1993.

In 1993, U.S. consumers spent more than \$38 billion on Seafood products.

Predicting weather



Mariners have always realized the tactical importance of weather and, from the beginning of time, have tried to forecast it.

The invincible Spanish Armada owed its defeat in the 16th century to the violent storms it encountered off the coast of Britain en route to its invasion of that country. The weather's effect on military battles elevated meteorology to a science during the mid-19th century.

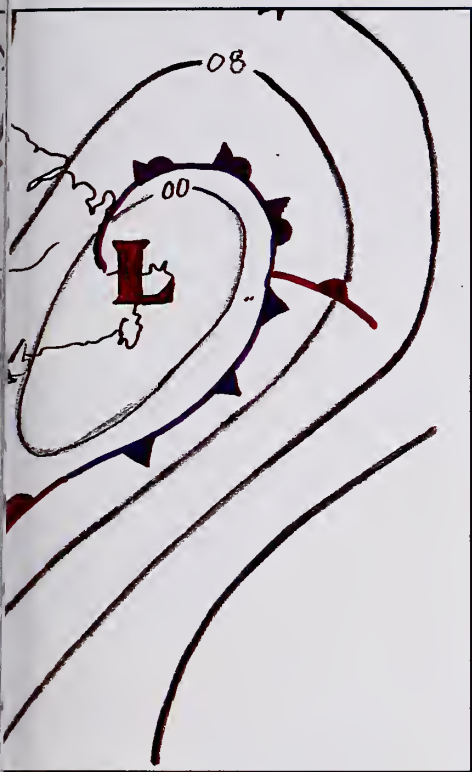
The French were responsible for the first weather map. During the Crimean War Emperor Napoleon III commissioned his Royal Astronomer to study weather forecasting after the Black Sea fleet was downed by a winter storm. The astronomer gathered all available weather reports preceding the storm, traced the path of the disturbance across southern Europe, and put his discovery in the form of a series of weather maps. With the invention of the telegraph, systematic collection of weather reports began.

U.S. naval officer Matthew Fontaine Maury is considered the father of military weather forecasting. During the mid-1800s he studied ships' logs to determine wind and weather trends. Using these findings, he made up charts and sailing directions that cut the sailing time from New York to San Francisco by almost 50 days.

During World War I, CDR Francis W. Reichelderfer, a



for military ops



U.S. Navy pilot and meteorologist, applied the still-evolutionary concepts of fronts and frontal activity to naval weather forecasting. Military forecasters soon added the latest mass and front movements to their daily maps.

During World War II, the Japanese used the weather to great advantage during their surprise attack on Pearl Harbor – a storm moving across the Pacific provided the cloud cover that helped prevent detection of the Japanese fleet. The Normandy Invasion, Operation *Overlord*, owed its success to a specific set of weather requirements. D-Day had to fall during the period one day before or two days after a new or full moon, followed by at least three days of light and clear skies. Had the invasion not taken place on June 6, 1944, it would have had to be postponed at least two weeks.

Today, the environment is acknowledged as a determining factor in all military operations from cruise missile strikes to amphibious landings to special warfare operations. Knowledge of the weather, which controls the seas, is to the advantage of military decision makers. Navy aerographer's mates, aided by technological advances, still provide that face-to-face customer service that aided successful operations of the past. ‡



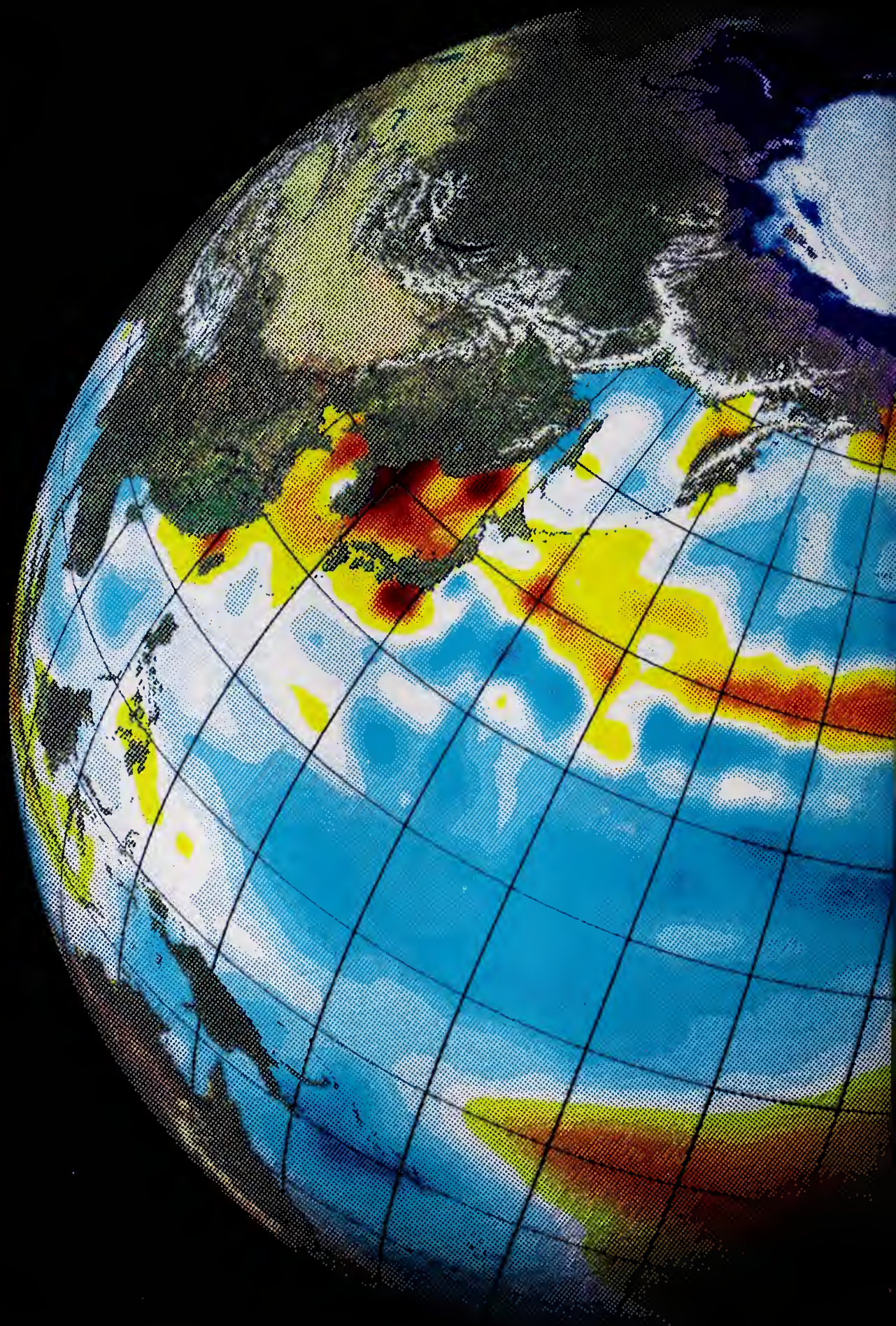
Weather and the Sun

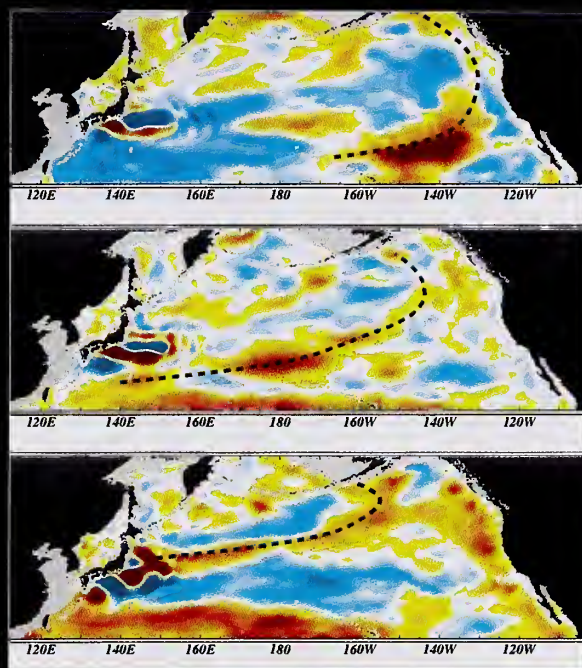
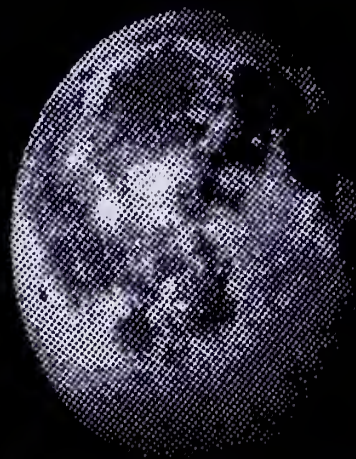
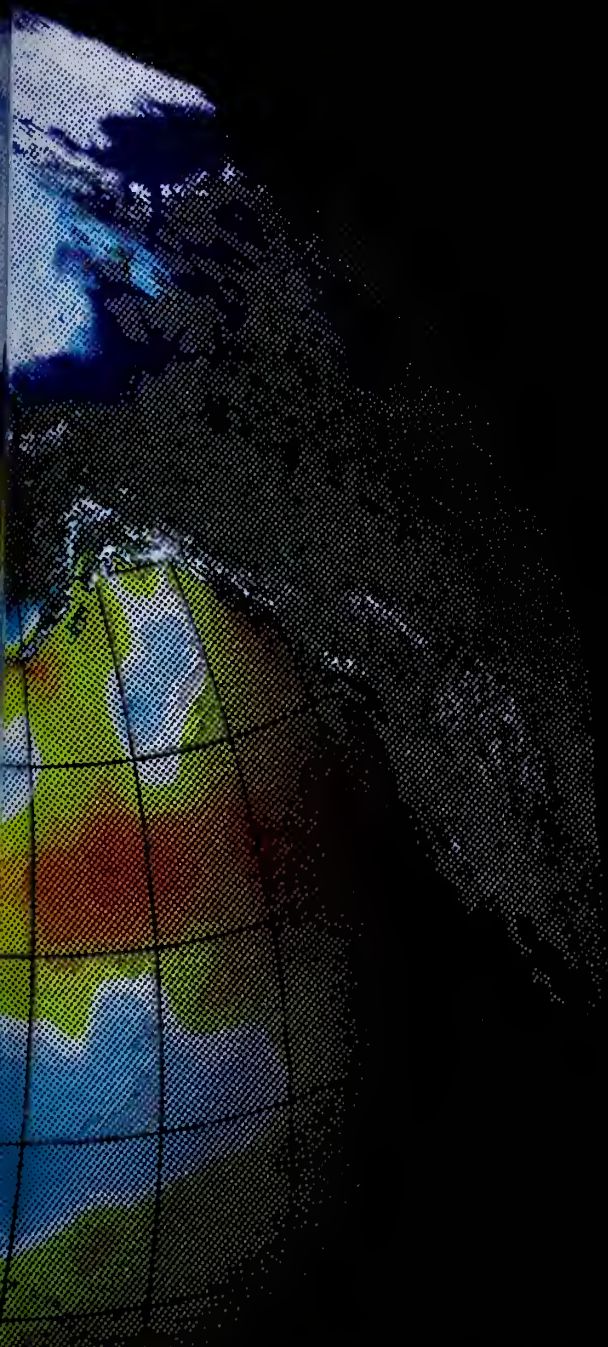
Where does the weather come from? Why is it warm and sunny one day, cool and rainy the next? The answer is the sun. As the power source for our entire solar system, the sun has a dramatic effect on the weather even when we can't see it. Fluctuations in the weather result from differential heating of the earth's surface and the atmosphere's efforts to distribute the heat evenly around the globe.

Although it feels like the sun heats from above, warming actually occurs from below. Concentrated radiation from the sun passes through the atmosphere in the form of short, ultraviolet rays. The earth absorbs this energy and turns it into heat and reradiates some of it back into the atmosphere, which seals it protectively around the earth like a blanket.

Because this incoming radiation is concentrated along the equator, the atmosphere must also redistribute this heat to rebalance the unequal heating. It does so through air masses and fronts. Air masses transport heat, and fronts separate the different air masses. Most heat redistribution takes place along the polar front, the line separating the northern cold air masses from the southern warm air masses. As the low pressure systems move along this front they drive cold air to the south, and push warm air to the north, thus maintaining a heat balance. ‡



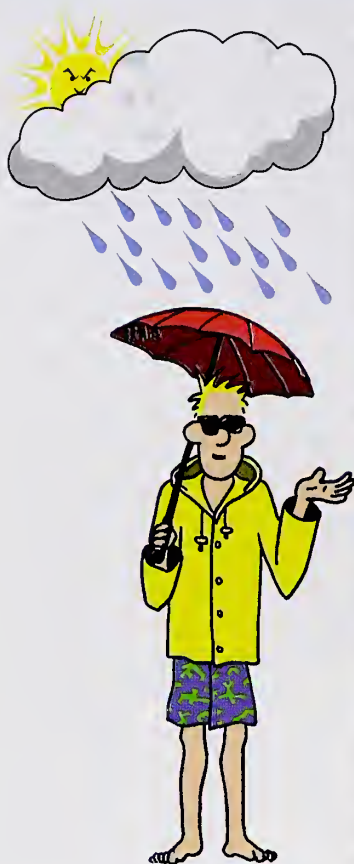




What is El Nino?

The easterly tradewinds along the equatorial regions of Earth maintain a system of westward flowing ocean currents. When the tradewinds suddenly decrease in strength, or even reverse in severe cases, the pool of warm water in the Western Pacific Ocean moves east toward the Americas. This phenomenon is known as El Nino. El Nino means "the child" because it arrives off the coast of Peru about Christmas time.

The 1982-83 El Nino, known as the El Nino of the century by weather watchers, produced dramatic oceanic anomalies such as increases in the sea-surface height and temperature along the coasts of North and South America, with important consequences for fish populations and local rainfall. The effect of this El Nino was felt throughout the globe through changes in local weather patterns. The 1994-95 heavy winter rainfall on the West Coast was also caused by El Nino. ‡



Clouds

Everyone has heard the expressions “Cloud 9,” and “castle in the clouds.” Although clouds look like delectable whipped cream and spun sugar confections, they are actually masses of condensed water vapor.

Clouds form when moist air rises through the atmosphere. As the earth’s surface warms, water evaporates until the air is saturated. As the air rises through the atmosphere, pressure decreases, and air expands and cools rapidly. Water droplets condense and become visible as clouds.

Dense clouds form during storms. Water droplets inside the air grow heavy and eventually descend as rain. In time, this moisture evaporates and reforms in the atmosphere as clouds. This process is called the hydrologic cycle.

Clouds may develop in other ways. When air passes over a cooling surface, such as the dewy ground at night, the wind may stir some of the coolness upward, creating fog. Artificial clouds form when damp air masses of different temperatures mix. Examples include the steam made by your breath in cold weather and the exhaust trails produced by high-flying aircraft.

What about snow clouds? Condensing vapor rarely produces ice crystals directly. Water droplets at below

freezing temperatures are said to be super-cooled. Occasionally a very small number of these will freeze. However, ice crystals absorb more water vapor so that they quickly grow, shed splinters, and multiply. Eventually, the water droplets completely evaporate and the cloud is composed entirely of snow and ice crystals.

There are many different types of clouds. The most common is the cumulus, a billowy cloud heaped high on a flat base. Cirrus clouds are wispy and streaked. Stratus clouds are layered, dark, and hang low in the sky. A nimbus is the black sheet which covers the sky during rain storms. There are many variations on these basic types including the fleecy cirrocumulus, whose delicate rows resemble the markings on a mackerel; the cumulonimbus, an extremely large, anvil-shaped cumulus cloud; and the stratocumulus, dark gray clouds associated with winter.

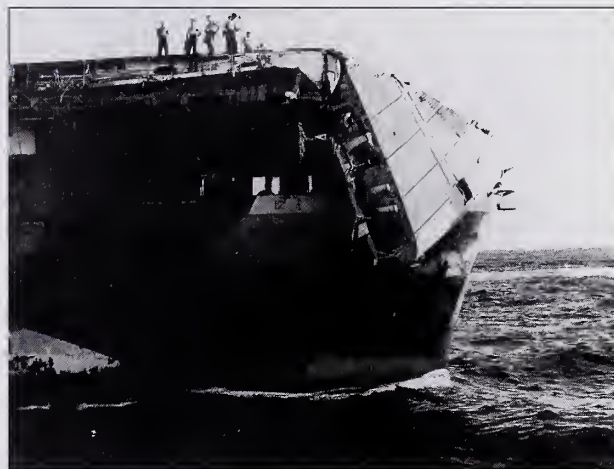
Cloud shapes are affected by several factors, notably the wind. As the high-piled cumulus hits the bottom of the stratosphere, a ceiling effect occurs; the top of the cloud flattens against this invisible surface and spreads into an oval. Winds can further stretch and pull the clouds into fanciful shapes. ‡

Typhoons and hurricanes

Hurricanes, typhoons, baguios, willy-willies — tropical cyclones are called by many names the world over, but they all present an equal threat to shoreline communities and ships at sea. Officially known as hurricanes in the North Atlantic, Caribbean, Northeast Pacific, and Gulf of Mexico and typhoons west of the international date line, these storms pack winds in excess of 74 mph as they rotate around a relatively calm center called an “eye.”

Covering an expanse of 100 to 800 miles, an average tropical cyclone in one day releases energy equivalent to 400 21-megaton hydrogen bombs. Winds near the center can gust to more than 200 mph and tides can rise to 25 feet above normal — enough to level shoreline communities and destroy, or at the very least, cripple ships caught in their fury.

Most cyclones are born in the world's tropical and subtropical waters as tropical disturbances. Fed by warm, moist tropical air, they evolve into tropical depressions (winds of 38 mph), tropical storms (73 mph) and finally tropical cyclones (74 mph). Typhoons surpass the number of hurricanes in the Atlantic and Caribbean by a ratio of 3



USS *Hornet* (CV 12) crew members inspect the damage to their ship after a typhoon in 1945. Typhoons pack winds in excess of 74 mph.

to 1. Tropical cyclones have never been recorded in the South Atlantic because the water is too cold. ‡

Tropical Storms and Hurricanes, 1886-1992

The official season in the Northern Hemisphere extends from June 1 to November 30 and peaks from August to October; however, storms frequently occur during the off-season as well, especially in the Pacific. February is the least likely month for tropical storm formation.

	Jan.-Apr	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Number of tropical storms	3	11	30	33	66	115	42	21	3	377
Number of hurricanes	1	3	23	36	150	193	96	22	3	527

Hurricane Advisories and Warnings

Thanks to modern detection and tracking devices, specifically satellites, the Navy-Air Force Joint Typhoon Warning Center in Guam and NOAA's National Hurricane Center in Miami can usually provide up to 72 hours of advance warning. “Advisories” are issued if hurricanes approach land. A “watch” is issued whenever a hurricane becomes a threat to coastal areas. A hurricane warning is issued when winds greater than 74 miles an hour are expected in a specific coastal area within 24 hours. Precautionary actions should begin immediately.

During a hurricane

Navy forecast centers at Norfolk, Guam and Pearl Harbor broadcast predicted hurricane positions and movements to ships at sea with recommended routes to avoid dangerous winds and seas. Ships in port will usually sortie to a safe hurricane anchorage or head seaward if the hurricane is predicted to strike near their port. This requires an even longer range prediction for large ports such as Norfolk in order for all ships to reach safety.

Source: Federal Emergency Management Agency and NOAA



Highs, lows and fronts

Do weather forecasters on the evening news seem to be speaking a foreign language? When they say the area is occupied by a low pressure system, will it rain or stay dry? If a cold front approaches, should you get out your mittens right away? To understand meteorology, one must become familiar with the terms highs, lows and fronts.

When the surface pressure in a given region is less than surrounding areas, it is occupied by a low-pressure system. In a low-pressure system in the northern hemisphere, winds near the surface circulate inward in a counter-clockwise direction. Air moving inward rises producing clouds and precipitation. Stormy weather is a byprod-

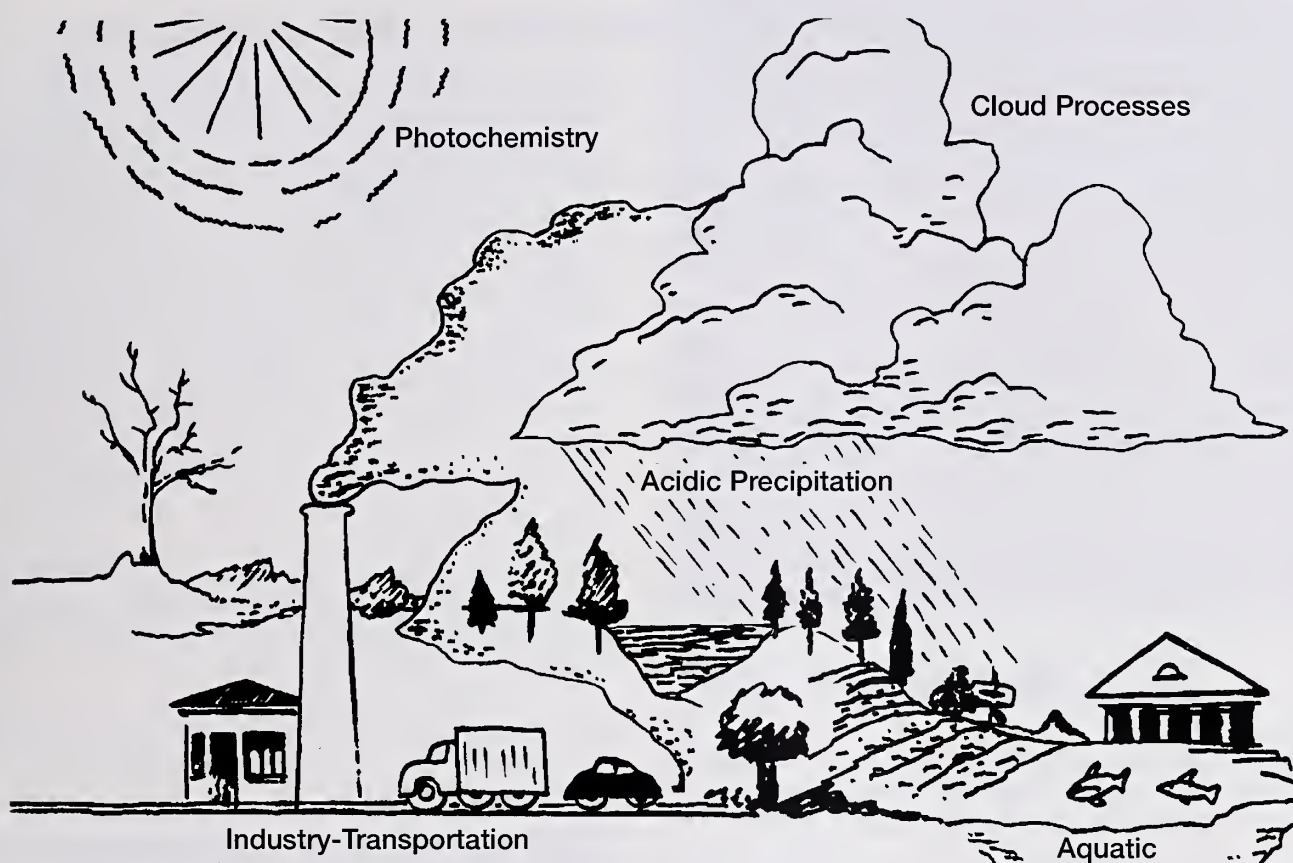
uct of a strong low-pressure system.

In a high-pressure system, winds near the surface spiral outward in a clockwise direction. The weather is generally fair, but there may be some showers or thunderstorms nearby, especially in hot, humid weather.

A drop in atmospheric pressure signals the approach of a low-pressure system or the departure of a high-pressure system. When pressure rises, the opposite is true. The rate of this rise or fall depends on the speed of the movement and intensity of the systems.

A low-pressure trough often goes hand in hand with a cold front – a mass of advancing cold air pushes up against the retreating mass of warm, moist air. When this occurs, the wind shifts. Pressure falls as the trough approaches. The cold front often brings with it a line of showers followed by a temperature drop.

A warm front occurs when a mass of warm air advances against a retreating wall of cold air. Pressure falls rapidly as the front nears. The weather is cloudy with steady precipitation. If the front passes directly over, temperatures may rise until the next cold front comes through. ‡



Acid rain

The atmosphere is like an enormous chemist's beaker – a vessel where gases mix, mingle and react. Often they turn into poisonous substances capable of returning to earth as rain or snow. Acid rain has been blamed for the death of several lakes and rivers in North America and may be partially responsible for worldwide forest depletion as well.

Each day, thousands of tons of sulfur and nitrogen oxides are pumped into the air by fossil fuel-burning plants and automobile exhaust systems. Sunlight converts these gases into sulfuric and nitric acids which then are absorbed by the water particles in clouds. Mixed with rain and snow, they fall back to earth, usually hundreds of miles from the original source of the pollution.

The term acid rain is somewhat misleading. In addition to the 'wet' substances of rain, snow and fog, dry particles of sulfur and nitrogen oxides also fall and are absorbed by plants and soil. These particles, known as acid deposition, turn acidic when mixed with surface moisture.

A substance's pH factor, a figure on a scale of 1 to 14, determines a substance's acidity. A pH value of 7 is neutral. A figure less than 7 indicates higher acidity, more

than 7 means greater alkalinity. Rainfall with a pH lower than 5.6 is considered abnormally acidic.

Acid rain releases chemicals from the soil into rivers and lakes, restricting the growth of aquatic plant roots. These chemicals also clog the gills of aquatic animals, attack their bodies and causes life-threatening deformities in their young.

As plants, insects, fish, amphibians and reptiles disappear, the structure of the lake's ecosystem weakens and collapses. When the lake is completely unable to support life, mammals and birds which rely on the lake as a food source become endangered. Sadly, dead lakes and streams often appear clear and beautiful.

Some scientists think that acid rain affects forest growth by weakening trees so that they are less likely to survive droughts, insect attacks, diseases or storm damage.

Natural habitats are not the only ones endangered. Man-made office buildings, houses and automobiles also erode due to repeated soakings of acid rain.

Several government agencies are investigating acid rain. Through the use of new technologies, we are beginning to clean up sulfur emissions made by factories. ‡

Waves

Where do they come from and how do they affect naval ops?

Waves originate from two sources: wind-driven, called seas and swells, and geological disturbances, known as tsunamis.

A wave's size and shape reveal its origins. A breeze of only two knots can cause small ripples to grow on calm water. Whitecaps are seen when the winds reach about 15 knots. Choppy waves that are still being pushed by the local winds are called seas. As waves leave the area in which they were generated, they are called swells and can travel thousands of miles over the open ocean.

No two waves are identical, but they share common traits. Every wave, from a tiny ripple to the largest tsunami, has a measurable wave height, the vertical distance from its crest (high point) to its trough (low point). Wind speed, duration and fetch (the distance over which the wind blows over open water) determine how high a wave grows. The maximum height a wave may grow from a steady wind over 24 hours is usually less than one half the wind speed in miles per hour. When a wave bottom begins to drag on the bottom, the top continues forward until the wave "breaks" on the shore.

When waves reach the beach they can form three types of breakers, depending on the beach slope. Spilling breakers, a favorite with surfers, are turbulent water with

foam cascading down the front. They form on gently sloping or flat shores and roll great distances before breaking. Breakers that form from a steeply sloping bottom are plunging breakers. As the crest folds over, it creates a large air pocket, followed by a smooth wave front. Experienced surfers can sometimes crouch under the falling crest and "ride the tube." Surging breakers peak up, but rather than plunge or spill, surge smoothly up the beach face.

Tsunamis, erroneously called tidal waves, are the most destructive form of waves. These result from underwater earthquakes or volcanic eruptions that disrupt the water's surface.

The tides have nothing to do with their formation. Tsunamis can travel at 400 mph and be only three feet high in the open ocean.

However, a tsunami's wavelength — the distance from the crest of one wave to the crest of the next wave — can be 60 miles. As the water quickly piles up on the beach, it can reach a height of more than 100 feet.

Wave forecasts are made daily with Navy computer models. Surf predictions for amphibious landings and sea and swell forecasts for tactical ocean ship routing services are examples of integrating wave predictions into naval operations. †

Polynesians navigated most of the Pacific Ocean by sense of touch

Throw a stone into a large lake, and the pattern of ripples set up will be disturbed by any rocks that break the surface. Given a chart of the ripples, it would be possible for someone with a knowledge of mathematics to calculate the rocks' positions.

Enlarge the pond to the size of an ocean, substitute waves for ripples and islands for rocks, and it is still possible to apply the same principles to pinpoint the location of an island 100 miles away.

Some 2,500 or 3,000 years ago the ability to read the messages of the waves in this way helped a race of master navigators to reach and colonize almost every habitable island in the vastness of the Pacific.

The Polynesians had no maps to guide them, no compasses, no sextants, no telescopes, not even a written language through which to hand down the lessons of experience. Yet over a period of 1,000 years they populated more than 12 million square miles

of the Pacific.

They were able to do so because of their knowledge of the stars and their sensitivity to the sea. They noticed that when waves hit an island, some were reflected back in the direction from which they came, while others were deflected at angles around the island to continue in altered form on the other side. Investigating the phenomenon further, they acquired sufficient knowledge of the behavior of the waves to be able to reckon the location of an island possibly 50 to 100 miles away.

It was an intricate science and an intimate one, for it was not possible to read the waves from a height. The Polynesian sailor had to be so close to the waves that he could feel their motions.

He would go to the bow of his canoe, crouch down in the hull, and literally feel the different sets of waves below. Within minutes he would be able to determine the position of the nearest island, intervening reefs and other islands. †

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Diving and pressure

For centuries, the prospect of sunken treasure and an unexplored frontier have lured daring adventurers to the deep ocean world. There, the pressure exerted by the water column (seven tons per square inch at the deepest part of the ocean) could easily crush anyone not in a specially configured deep submergence vessel.

Below 300 feet, the pressure exerted on divers is nine times that at surface, and the increase of nitrogen bubbles in solution in the bloodstream may cause nitrogen narcosis, a condition of increasing mental disorientation. Divers suffering from nitrogen narcosis act drunk and become dangerous to their diving companions and themselves.

The bends occurs when nitrogen bubbles collect in body joints, bone marrow, muscles and nerve centers and expand during rapid ascent. If the pressure is not immediately increased, redissolving the gas, it may result in brain damage, crippling or death. Following a long dive, divers must undergo a gradual decompression process so that the nitrogen in the blood may be released slowly through the lungs. The deeper the dive, the longer the decompression time.

Pressure is a major diving hazard, but precautions, such as proper diving instructions, safe equipment and the awareness of pressure-related health symptoms can help ensure a safe exploration of the ocean world. ‡



The Gulf Stream

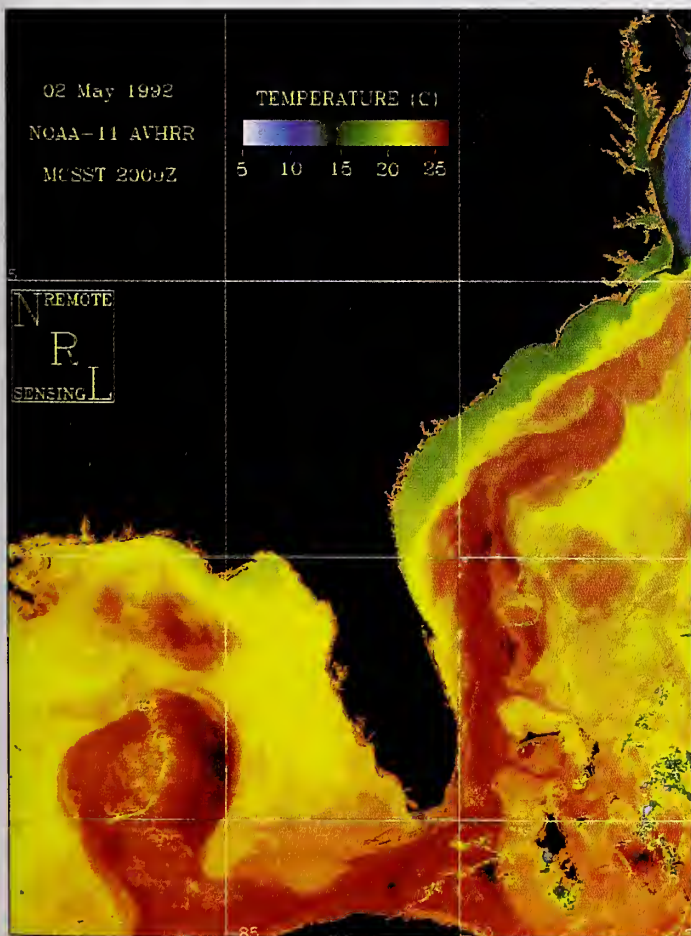
The Gulf Stream is a warm ocean current in the North Atlantic flowing from the Gulf of Mexico, northeast along the U.S. Coast to Nantucket Island, and then across the Atlantic to the British Isles.

The Gulf of Mexico, once thought to be the source of the Gulf Stream, actually contributes very little to its flow. The Gulf Stream really results when two strong currents, the North and South Equatorial Currents, mingle in the passage between the Windward Islands and the Caribbean Sea.

The true Gulf Stream flows between the Straits of Florida, and the Grand Banks. However, it is part of a much larger Gulf Stream system, which covers the entire northward and eastward flow from the Straits of Florida, including the branches crossing the North Atlantic from the region south of the Newfoundland Banks.

Water flows through the Straits of Florida at a rate of approximately 26 million cubic meters per second, about 1,000 times greater than the flow of the Mississippi River. It increases to 75 to 90 million cubic meters per second by the time it reaches Chesapeake Bay due to the addition of Sargasso Sea water and a contribution from the Continental Slope. As the water turns eastward, beyond the Grand Banks, the flow decreases to less than 40 million cubic meters per second. The boundary between the Gulf Stream and surrounding water is extremely sharp, often resulting in a temperature difference of 10°C, and abrupt changes in water color and sea state. Crossing the Gulf Stream can be difficult during underway replenishment and makes the ASW problem more complex. ‡

Infrared view of the Gulf Stream as seen from space by NOAA's polar orbiter *Tiros*.



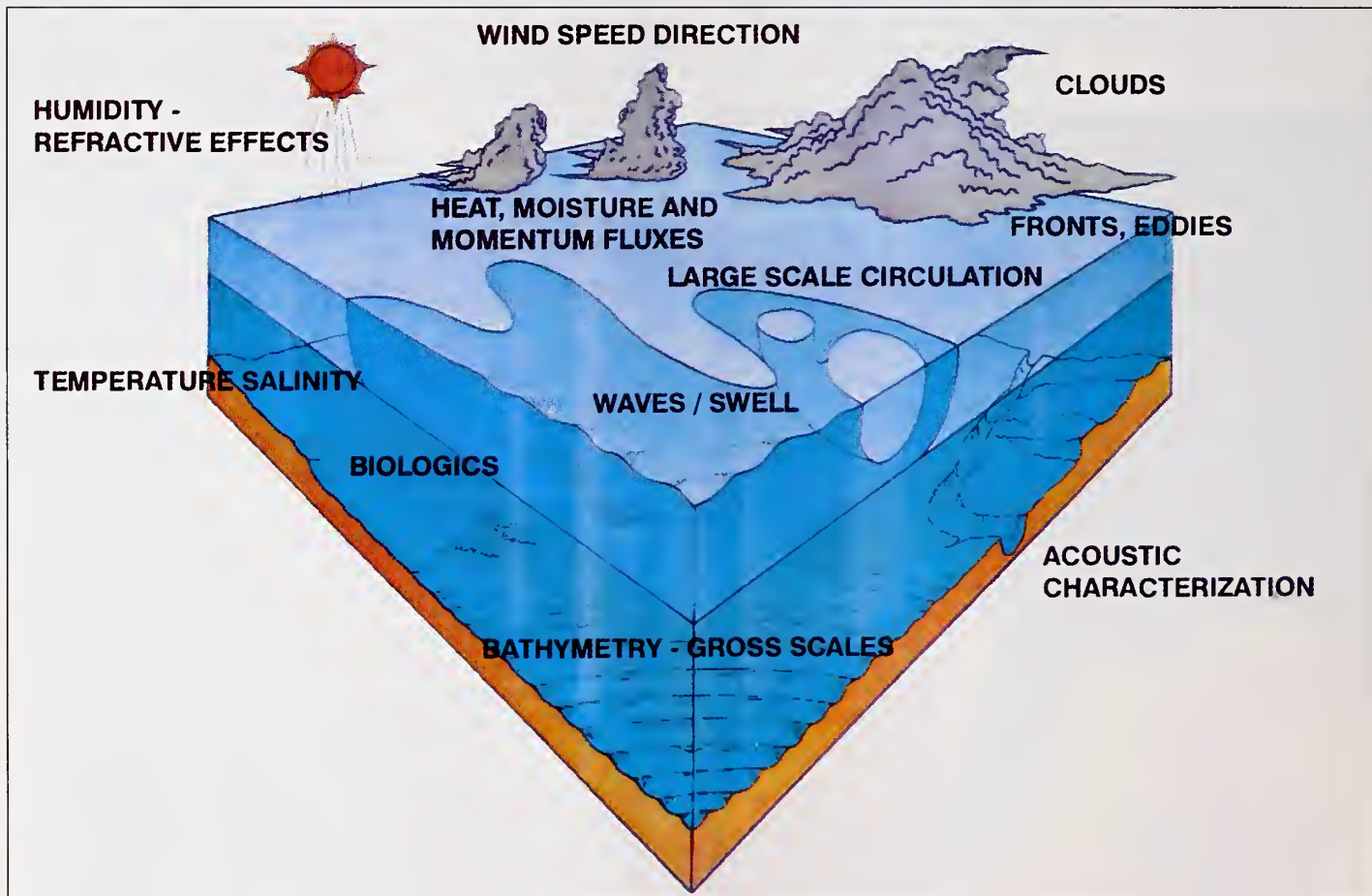
The big picture

The knowledge gained through applied scientific study and oceanographic data collection is of vital concern to the warfighter. Getting this information to the operating forces is the responsibility of the Naval Meteorology and Oceanography Command. Safety is always a top concern, whether routing ships across the ocean to save fuel and time and to avoid hazardous seas and weather, or

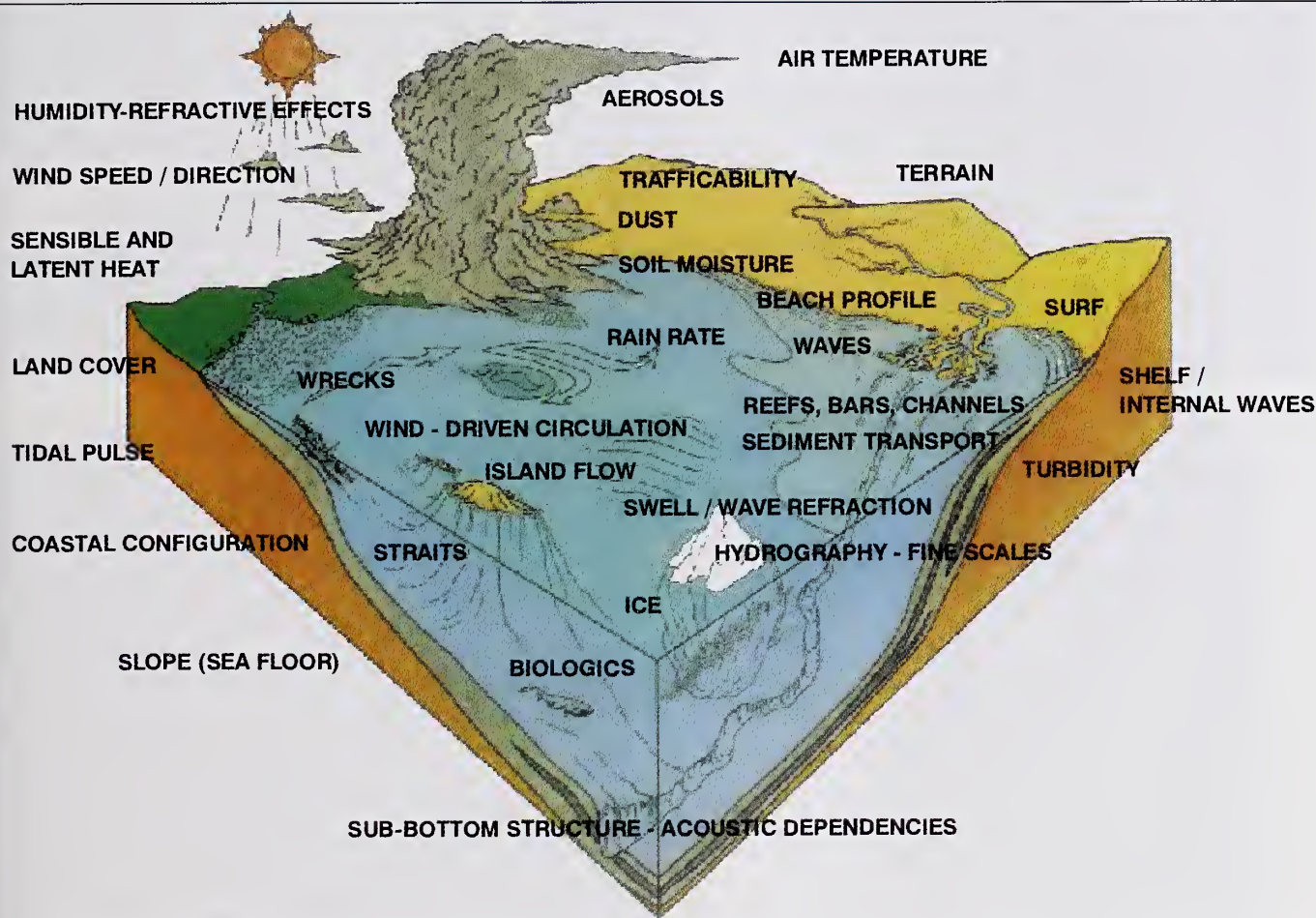
providing warnings of approaching typhoons or hurricanes. Every aircraft flight or ship maneuver requires consideration of what the ocean and atmosphere are going to do.

Each day, the Navy's super computer center at the Fleet Numerical Meteorology and Oceanography Center in Monterey, Calif., receives up to 2 million observations from around the world. Based on these observations, computer-

Blue water



Littoral water



based predictions are then made of the ocean's temperature, circulation, waves, ice, and the changes in the atmosphere. These predictions are available to naval oceanographers on ships and at airfields around the world who then provide forecasts for their Navy customers.

Since the end of the Cold War, naval oceanography has shifted its focus from deep-water anti-submarine warfare (ASW) — where large areas of the ocean moved and changed slowly — to the highly complex shallow water and near-shore environment, called the littoral. The challenges of the naval oceanography community are to predict the effects that changes in the littoral environment have upon

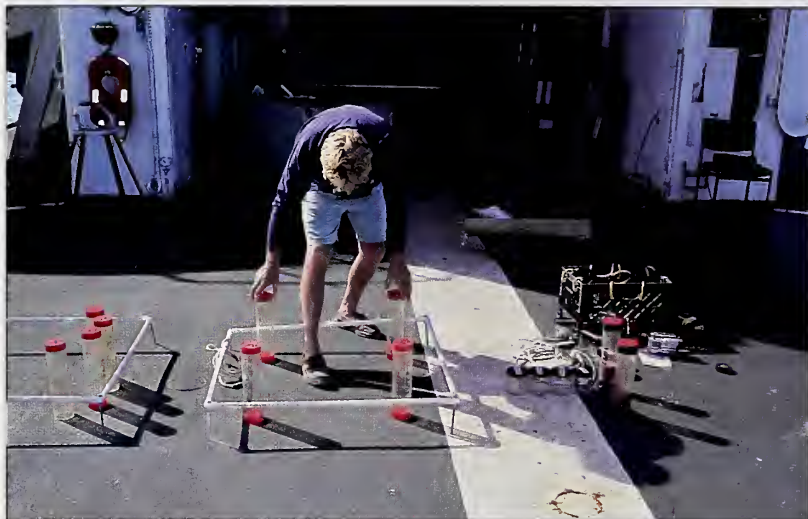
the Navy's ships, aircraft, weapons, sensors and operations. The Naval Oceanographic Office uses survey data collected from ships, aircraft and satellites to provide highly specialized products for the littoral environment.

The littoral zone became of great concern during the Gulf War as Iraqi mines, oil spills and smoke from burning oil wells drifted down the coastline of the Persian Gulf. Predicting the motion of these hazards required highly detailed knowledge of the water, beach, currents, winds, rain rate and a host of other types of data. ‡

ENVIRONMENT

➤ Naval Research Lab scientists take ocean floor measurements with a trident spear probe.

▼ A scientist sets up a model of a sediment experiment which will place dyed grain-sized particles on the ocean floor to track sediment.





The Key West Campaign

Helping the Navy's vision

Story and photos by JO1 Ron Schafer

Haiti. Somalia. The Persian Gulf. As the Navy increasingly operates in shallow water environments around the world, maintaining a ready and capable mine countermeasures (MCM) program has never been more vital. To that end, scientists from the Naval Research Laboratory (NRL) are halfway through a five-year program to study the coastal environment's influence on MCM operations.

In February, scientists from NRL were joined in Key West, Fla., by an international group of scientists for the

third exercise of the Coastal Benthic Boundary Layer Special Research Program. "The Key West Campaign" included three ships — one from Germany and two from the United States — and more than 100 scientists and technicians representing six nations.

According to Dr. Michael D. Richardson, the project's lead scientist, the objective of the exercise was to gather data from the abundant carbonate sediments found at the site. The data are used to improve the ability of the Navy's MCM systems to detect, classify and neutralize mines located on or in the ocean floor.

Carbonate sediments consist of small particles of algae, broken animal shells, skeletons and coral that result from nature's process of breaking down coral reefs. Environmental processes such as waves, currents or marine life control the distribution of properties that make up the structure of each type of sediment. Using data from the Key West exercise, scientists can create prediction models to determine the sediment type in similar shallow water environments, particularly those in potential areas of conflict for the Navy.

"Essentially," said Richardson, "we're looking at environmental processes such as tides, waves, currents or animals that would be there, primarily the chemical processes that go on in the sediment."

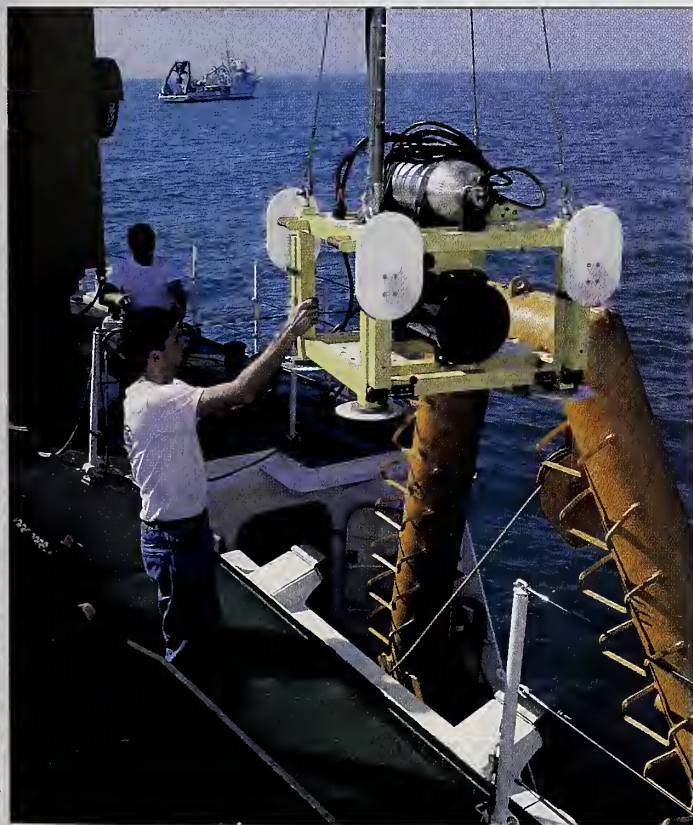
"By understanding how the environmental processes control sediment structure, we can predict what the sediment structure may be in areas that we haven't operated in or we don't have information on."

Predicting a specific sediment type can provide tactical aids that will help to make informed decisions whether to hunt or sweep for mines.

"They can better predict whether mines will bury or not and they can better know how to make settings on the sonar system which is integral to the MCM 1 *Avenger* class," said Richardson.

Having moved from a blue-water battlefield to coastal regions, information gathered during this research program will have a profound impact in leading the Navy's mine countermeasures program into the 21st century. ⚓

Schafer is a Norfolk-based staff writer for All Hands.



◀ ▲ Scientists from the Naval Research Lab prepare and launch a duomorph, a probe which measures the rigidity of sediment.

A special treat for Mother Earth

Story by JOC Martin Fucio and SN M. Taylor Clark,
photos by JOC Fucio

Something's cooking aboard USS *Theodore Roosevelt* (CVN 71) and it's not in the galley! On *Roosevelt's* last deployment, the crew developed a cookbook of environmental recipes titled *The Environmental Compliance Program Cookbook* to help other ships comply with local, state, federal and international environmental rules.

"We called it a cookbook because the Navy puts out enough reports and manuals," said CDR Stu Paul, editor of the cookbook and a former aircraft maintenance officer aboard USS *Theodore Roosevelt*. Paul and LTJG Mike Gallop, who literally wrote the book on trash and hazmat handling while serving aboard *Roosevelt*, wanted a user-friendly approach to sharing lessons learned. As *Roosevelt* and Air Wing 8 tried ideas that worked, Gallop and Paul wrote a step-by-step explanation of how to replicate the 28 ideas aboard other ships or shore activities. The results read like a cookbook — with the instructions resembling recipes.

Theodore Roosevelt sailors developed many of the ideas themselves, but others were adapted from other places in the Navy — for example the Consolidated Hazardous Material Control Management Program (CHRIMP) uses

NAWC Point Mugu's Hazardous Inventory Control System (HICS). CHRIMP establishes one central location as a hazardous materials minimization (HAZMIN) center for the issue and return of hazardous materials such as greases, brake fluids, anticorrosives and about 250 other commonly used items.

If a Sailor needs a quart of paint, he or she goes to the HAZMIN center, fills out a short form and receives a numbered paint can. An easy-to-use HICS computer program tracks the can, which must be returned within 48 hours. When the can is returned, it's stored for reissue if it still has paint in it, or is properly disposed of if empty. This eliminates the half-empty cans of paint stored on shelves here and there throughout the ship which might have created a fire hazard. CHRIMP is also user-friendly. "We tried to make it simple," said Gallop. "When a system is easy to use, people are more likely to use it."

Another great idea *Theodore Roosevelt* Sailors used to save the earth (and taxpayers' dollars) was purchasing reusable rags. Shipboard housekeeping consumes a huge number of rags, which are normally used once and then discarded. By processing used rags in a specially developed rag-oil separator to remove most of the oil and



grease, washing them in a commercial washer and reusing them, *Theodore Roosevelt* reduced the number of rags used during a six-month deployment from 2,800 bales to 1,600 bales for a purchase savings of \$58,735. They realized further savings of \$78 per barrel for disposal of the rags as hazardous waste. And, of course, the rags didn't find their way to a landfill.

Altering PMS oil change intervals for aviation support equipment, laser particle counters in lieu of patch testing for hydraulic fluids and many other good ideas are highlights among the recipes in the book. The cookbook has helped spawn an official "Pollution Prevention Opportunities Handbook" being printed and distributed to all commands this spring. Look for it as a great place to think up some ideas you can use aboard your ship or station.

LTJG Mike McDowell, Gallop's successor as environmental compliance officer, and the rest of *Roosevelt's* crew continue searching for simple solutions. An important lesson is — write down your good ideas, so others can find out about them.



The Navy will invest more than \$1.5 billion on environmental programs in FY96.



◀ AS2 Phillip Hardy uses the aerosol can puncturing device, which collects residual waste for proper disposal. After puncturing, aerosol cans are flattened for easier disposal.

Get it here, get it now

To obtain a copy of *USS Theodore Roosevelt's* cookbook, write:

Commanding Officer
AIMD/1M-1/EC Cookbook
USS *Theodore Roosevelt* (CVN 71)
FPO AE 09599-2871

You can also get a copy of the cookbook (text only) on the NAVSAFECEN BBS, (DSN) 564 7927 or (804) 444-7927.

USS *Theodore Roosevelt* has sent more than 300 copies of the cookbook to commands throughout the Navy, continuing the work begun by the ship's namesake.

"President Theodore Roosevelt was one of this great nation's first environmentalists," said CAPT Stanley Bryant, USS *Theodore Roosevelt's* former commanding officer in the intro to the cookbook. "We hope we are following in his footsteps." ⚓

➤ AE1 David McCarty, removes rags from the commercially available washer and dryer aboard USS *Theodore Roosevelt* (CVN 71).

Fucio and Clark are assigned to the public affairs office, USS *Theodore Roosevelt* (CVN 71).



Zapped!

GW Sailors put the squeeze on shipboard trash

Story by JO1 Lee Bosco,
photos by PH2 Troy Hoagland



▲ Airman Tian Chen (left) and Airman Brian Detrich (second from right) get a first hand look at the future of shipboard plastic disposal. Civilian technicians Doug Vaughters and Mike Murnane hold a plastic disk produced by a Compressed Melt Unit plastic processor installed on board USS *George Washington*.

It's been a seagoing habit for thousands of years. Ancient mariners did it. The Vikings did it, even the Spanish Armada did it. But the U.S. Navy is doing something about dumping trash and garbage at sea.

For centuries, thousands of pounds of garbage were dumped into the planet's oceans with little thought given to the damaging consequences. A newfound wisdom, coupled with some common sense, has prompted the world, and the Navy, to take a closer look at the age-old practice of tossing trash over the fantail.

USS *George Washington* (CVN 73) took a major step toward an environment-friendly solution when it was selected as the operational test site for the Compressed Melt Unit (CMU) plastic waste processor.

After 21 months of intensive devel-

opment, NAVSEA approved the production of the plastics processors, which compress shipboard-generated plastic waste into 20-inch disks.

George Washington is complying with the Marine Plastic Pollution Research and Control Act enacted by Congress in 1987. The act prohibits the overboard discharge of shipboard plastic waste.

Navy surface ships are required to complying with this act by Dec. 31, 1998. Through a massive effort, the Navy will have plastics waste processors installed aboard all surface ships by that date.

Doug Vaughters, an engineer, and technician Mike Murnane, two members of a five-man team from the Carderock

Division, Naval Surface Warfare Center (CDNSWC), Annapolis, Md., embarked *George Washington*, preparing the ship for the arrival of the first CMU plastic processor in the fleet.

The CMU plastic processor is revolutionary in its design because of its simplicity. The CMU heats the plastics to the melting point while compressing them into a smaller volume. Any water contained in the plastics is cooked off. The temperature of the melted plastics is high enough that most odor-causing bacteria are eliminated. When cooled under pressure, the plastics wastes form

a dense disk, slightly smaller than a man-hole cover.

"The volume reduction ratio is 30-to-1," said Vaughters. "That means five to six large garbage bags make one disk. Without these plastics processors, most ships would have to stow those garbage bags and that takes a lot of space ... not to mention the sanitary conditions of the area where they are stowed ... and the smell," added Murnane.

"The CMU is going to make Sailors' jobs easier, living conditions better and keep damaging plastics out of the environment," he said. "We're looking at ways to recycle the plastic disks, so in the long run the Navy may even make money selling the disks."

GW also has pulpers that grind a combination of all paper and food products and sea water to make a fine slurry (garbage mixture). The result is a 98 percent liquid solution which is returned to the sea at a rate of 180 gallons per minute. The slurry disbursts and degrades much quicker than the paper and food would have had they gone over the side in their original form.

Plastic, paper and food aren't the only solid wastes *George Washington* generates. At sea, the ship is home to almost 6,000 crew members who seem able to generate more trash than partygoers on New Year's Eve in Times Square. Sailors go through metal cans and bottles at such a rapid pace that the Navy, early on, realized it needed a separate system to cope with the denser waste.

The glass/metal shredder is an acceptable solution to storing this solid waste. The shredder breaks up cans and bottles so, when put in a container, they take up much less space.

George Washington's future plans call for collecting, washing and shredding all aluminum cans. The aluminum will be held on station until the ship returns to port. Then the waste will be turned over to a recycling plant. This could be a very profitable venture, in addition to being environmentally sound.

With additions like these, the words,

"Dump all trash clear of the stern" will someday be reserved for sea stories and chanties about those who sailed before. ‡

Bosco and Hoagland are both assigned to USS George Washington (CVN 73) public affairs office.

➤ **USS George Washington's BM2 Thomas Whitesell shows the result of the ship's glass and metal waste shredder. The shredder reduces waste volume by a 2:1 ratio, allowing more material to be held on station in limited shipboard space.**

▼ **BT1 Michael Taylor of Jacksonville, Fla., navigates the aisles at Naval Station Norfolk's HAZMIN Center. Taylor will retrieve hazardous materials with a specially designed order picker.**



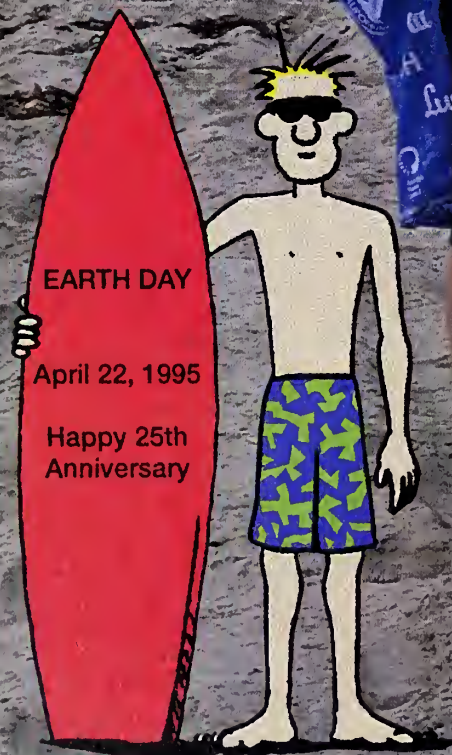
ENVIRONMENT

Story and photos by JO1 Ray Mooney

When some 6,000 people hit the San Diego beaches recently, it wasn't to bag rays, but to bag trash. As part of the California Coastal Commission's effort to clean up litter on the coastline, the call went out for volunteers to scour local beaches. In response, 26 commands from Naval Station, San Diego, responded with 300 volunteers.

"We not only work here, we live here too," said Sonar Technician (Surface) 1st Class (SW) Frederic Agunat, stationed aboard USS *Rentz* (FFG 46). "We're members of the community and we should do our fair share."

Sailors and their family members picked up bottles, cans, shoes, trash, pieces of timber and even hypodermic syringes.



Cleaning



along three stretches of coastline in San Diego, including Border Field State Park, a strip of beach south of San Diego that runs right up to the Mexican border.

San Diego's beaches were cleaned a week after central and northern California beaches were picked up, completing the effort to make the beaches a cleaner and safer place for everyone. "I surf, so I have a vested interest in coming out and helping clean things up a little bit," said Gas Turbine System Technician (Mechanical) 2nd Class Christopher Gibson, stationed aboard USS *Curtis Wilbur* (DDG 54). "Sometimes when I surf I run into things floating in the water, like plastic bags and just about anything else. There's a lot of pollution, and it just ticks me off." †

Mooney is a San Diego-based photojournalist for All Hands.



PN1 Angel Quezada, his wife PN1 Kelly Stine and their son Zachary teamed up with 300 volunteers from Naval Station San Diego to storm the San Diego beaches with a huge beer pickup.



PN2 Lee Kenemore, STGG Jose Santos, EMC Oscar Dimond and SK2 Edgardo Garcia of SIMA San Diego pick up trash along the beach. All kinds of trash were picked up by volunteers during the cleanup effort.

up on the coast

Whale flies south after being rescued

Navy transports whale that was found dying on a New Jersey beach

Story by JO1(SW) Jim Conner, photos by National Aquarium, Baltimore

The Navy's C-2 COD (carrier onboard delivery) aircraft are best known by Sailors aboard aircraft carriers for carrying people, parts and mail. However, a C-2 from Fleet Logistics Squadron 40 (VRC 40), Norfolk, last year had the opportunity to transport a female pygmy sperm whale, cargo not usually associated with any naval aircraft.

The whale was given the nickname "Inky" by staff at the National Aquarium in Baltimore. The nickname came about because of the ink-like dye this species of whale releases as a defense mechanism. Inky was rescued from the New Jersey coast on Thanksgiving Day, 1993. She was first brought to the Marine Mammal Stranding Center in Brigantine, N.J., then transferred the next day by a Coast Guard helicopter to the National Aquarium.

At the aquarium, medical staffers determined Inky was suffering from stomach disease. After a basic examination and six endoscopic procedures during a 19-day period, aquarium medical staff removed a large piece of mylar balloon, as well as pieces of clear plastic and parts of plastic garbage bags from Inky's stomach. "It's almost like she ate a small trash bag containing these items," aquarium veterinarian, Dr. Brent Whitaker said.

After five months of around-the-clock

care from aquarium veterinarians, marine mammal specialists and numerous volunteers, the whale was rehabilitated and readied for release off the coast of Florida into its natural habitat. Upon final examination before leaving the aquarium, Inky weighed 323 pounds, some 116 pounds heavier than when she was found.

The Navy's assistance was requested to transport the whale from Baltimore to Florida. The air crew involved in transporting the whale on the C-2 were pilot LT Drew Basden of Virginia Beach, Va., co-pilot LT Tami Fennell of Boulder, Colo., in-flight plane captain Aviation Structural Mechanic 1st Class Alan Slifer of Frederick, Md., and Loadmaster ASMAA Jody Giordano of Harding, Penn.

Inky was transported in a dry sling that required attendants to keep her skin moist and cool continuously and her temperature stable by rubbing her with ointments, spraying her with water and covering her with ice packs.

Upon arriving in Florida, Inky was transported to Marineland in St. Augustine where she got used to the sunshine and warm waters before being released off the coast of Florida. ⚓

Conner is a photojournalist for All Hands.



➤ A plastic bag, a mylar balloon and other pieces of plastic trash were removed from Inky's stomach. If they had not been removed, the whale would have died.

▼ Inky, the female pygmy sperm whale rescued after she became stranded on the New Jersey coast, plays in the hospital pool with David Schofield, Marine Animal Stranding Coordinator at the National Aquarium in Baltimore.



Bearings

Senior chief gets a kick out of life

Some people, like Senior Chief Navy Counselor Wilfred L. Cotto, believe focus and concentration are key elements to a successful life. However, Cotto is also using an ancient art form to help him achieve his lifetime goals.

"Karate requires me to focus and concentrate continuously, and I've been able to apply those qualities to other aspects of my life," said Cotto, a 17-year Navy veteran.

Cotto first became interested in karate at the age of 16 while growing up in Bronx, N.Y. A friend who practiced karate invited him to visit the school to observe a demonstration.

"I was very interested," said the 35-year-old Cotto. "Once I saw the

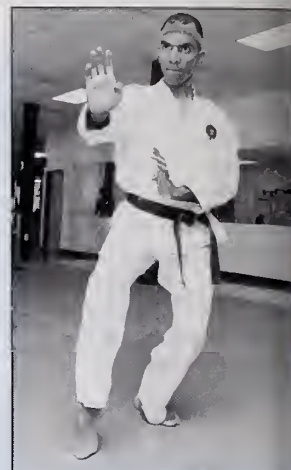
demonstration, I became even more curious and wound up joining the class."

During his spare time, Cotto also competed and even placed in several full contact karate tournaments. In 1983, he was the No. 1 ranked middle-weight in New York City.

Because Cotto enjoyed being a recruiter, he changed his job specialty from working with aircraft to working with people as a Navy counselor.

As a black belt, Cotto has found that his role in karate has become more of a teacher. To become a better instructor, he studies the history of the martial arts, particularly the *goju-ryu* style. *Goju-ryu*, which means "the style of soft and hard," is a Japanese-

NCCS(SW)
Wilfred L.
Cotto
demonstrates
a karate
stance.



Okinawan
form of
karate.

"I think my involvement with karate has complemented my advancement in the Navy because everything that I've done in karate has been documented in my performance evaluations," said Cotto. "I think it is a positive extra curricular activity and enables me to demonstrate my leadership ability." †

Story and photo by JOCS Doug Gorham,
Navy Public Affairs Center, San Diego

Guam lends a helping hand in Kenya

Thanks to the Sailors and Marines assigned to USS *Guam* (LPH 9), some special children in Mombasa, Kenya, will find it hard not to be "tired" when they play.

Sailors and Marines aboard *Guam* helped improve community relations when they visited the Salvation Army Children's Home in Mombasa. More than 50 volunteers installed tire swings on the playground's trees and built an additional swing set for the children. The volunteers also painted the orphanage's kitchen and several other rooms.

The orphanage is home to 61 children, ranging from three to 14 years old. "We meet the needs of every child," said Salvation Army Captain Bilha Rewa, superintendent of the home.

The orphanage relies totally on funds provided by sponsors. The ship's chaplain, LCDR Bradley R.

Sickler, said that the Sailors and Marines brought many items for the orphanage. "We had books, first aid supplies, medical cleaning agents and dental kits."

In addition to the material support, Sailors and Marines played with the children and took plenty of photographs. Loud cheers erupted from the children whenever a photo was taken.

"Children are the purest part of being human," said Lance Cpl. Richard Gutierrez, an infantryman on board *Guam* and volunteer at the orphanage.

The presence of Navy and Marine Corps personnel definitely had a positive effect on the children. "When they heard Sailors and Marines from the ship were coming, they were very happy," said Rewa. "Having the Sailors and Marines here doing so much for them, it really makes them feel loved." †



▲Children at the
Salvation Army
Mombasa Chil-
dren's Home wait
to swing on a tire
put up by crew of
the USS *Guam*
(LPH 9).



▼Constructing a swing set are Lt.
Timothy R. Quiner (left), LCPL Richard
Gutierrez and FN Shawn L. Jackson.

Story and photo by JOSA Eric M. Wagner,
assigned to USS *Guam* (LPH 9) public
affairs office.



DS1(SW/AW) Stefan E. Valian is realizing his childhood dream of being a train operator. "This is my childhood dream come true!"

Going locomotive

Do you remember what your reply was as a child when adults would ask, "What do you want to be when you grow up?" Data systems Technician 1st Class (SW/AW) Stefan E. Valian remembers. "I've always wanted to be a train engineer," he said. Working toward his childhood dream, Valian volunteers as an operator at the Western Railway Museum at the Rio Vista Junction in Rio Vista, Calif. "I go as often as my wife lets me," he joked.

Valian is training on the diesel locomotive and hopes to be a qualified engineer soon. He believes his interest in trains began on family road trips when his father would point out all the passing trains to keep him quiet.

He remembered hearing of the museum a few years ago when he was attending Data System Technician "A" school at Combat Systems Technical Schools Command (CSTSC), Mare Island, Calif. When he returned to CSTSC in April 1991, he decided to ride Rio Vista and check it out. Thor- oughly impressed, he asked if someone with practical



experience with trains could become a volunteer and was pleased at the response. "Anyone can go there and get training on different aspects of the museum. Everyone there is a volunteer, from the engineers to the grounds keepers," Valian said. He has qualified on 12 different pieces of railway equipment during the past three years. "This is my childhood dream come true!"

The Los Angeles native not only operates the museum's trains, he is also responsible for greeting visitors

and sharing the historical value of each museum piece with them. Valian is also a qualified conductor and brakeman on the Western Railway Museum's passenger train.

Now that Valian is living his childhood dream, what's next? "I still have nine and a half years before I retire from the Navy. Then I'd like to work for the Short Line Railroad, but if that doesn't work out I'll continue volunteering at museums. My long-term goal is qualifying as an engineer on a steam locomotive." His love of trains is not confined to his volunteer work. He, of course, is working on a complete miniature train model at home.



Story and photo by ET2 Tonja Murphy, assigned to Combat Systems Technical Schools Command public affairs office.

Brothers make commissioning, reenlistment a family affair

Receiving a commission as a limited duty officer is an occasion when most Sailors want their family to join them. But at his recent commissioning ceremony, ENS John J. Coyne took things a bit further.

Coyne, a former Chief Storekeeper (SS/SW/AW), was commissioned an ensign in the Navy Supply Corps during a ceremony at the Naval Air Station Oceana, Va. Immediately after taking his oath of office, he called Cryptologic Technician (Administrative) 1st Class James E. Coyne, his older brother, forward and administered the reenlistment oath as CTA1 Coyne signed on for another four-year hitch.

"It was very special," said CTA1 Coyne following his reenlistment.




Newly commissioned ENS John J. Coyne reenlists his older brother, CTA1 James E. Coyne, who signed up for another four years.

"John's made me proud since the day he joined the Navy."

Also attending were retired Master Chief Aviation Maintenance Administrationman Robert E. Coyne and Operations Specialist 2nd Class

Christopher S. Coyne, ENS Coyne's father and brother, respectively.

Emotions ran high during the ceremony. "I was holding back the tears," said OS2 Coyne. "It was that emotional."

ENS Coyne, not surprisingly, attributed some of his success to family influence. "With my father being a retired master chief," he began, "and my brothers in the Navy, I saw that it is a rewarding career. They've fully supported me in all that I wanted to do." 

Schafer is a Norfolk-based staff writer for All Hands.

Bearings

Batman beware! The Joker's on board

"I want the truth," yelled Engineman 3rd Class Kenneth Hamilton as Jack Nicholson climbed the ladder to the flight deck. Without missing a beat, Nicholson responded, "You can't handle the truth!" After repeating his ever-famous line from his box office hit, "A Few Good Men," he turned to the crowd of 60 Sailors and said, "Oh, by the way, disregard my comment about your white uniforms, I really love you guys!"

Nicholson wasn't joking either. While USS *San Jacinto* (CG 56) was anchored in Villifranche, France, Nicholson pulled his 25-foot speed boat alongside *San Jacinto's* ladder to come aboard. Not recognizing the famous actor, the petty officer of the watch turned him away. Yeoman 3rd Class David Scott and LTJG Chris Sweeney, who did recognize him,

hailed Nicholson back. The word quickly passed the movie star was on board, and very soon the crew mobbed around him asking for pictures and autographs.

As Nicholson was given a tour of the ship, it was easy to see he wasn't very interested in the billion-dollar war vessel. He wanted to see the crew. As LT Brent Kyler and LT Roy Kitchner toured him through the ship, a blue caterpillar followed with Sailors excitedly snapping pictures. Nicholson leisurely toured the



ship and stopped frequently to sign everything from ball caps to scraps of paper with a personal note and autograph.

Finally it was time for Jack to depart. With at least 200 Sailors to send him off, he descended a ladder and climbed into his speed boat. The crew cheered loudly as Nicholson waved and drove off. ‡

Deyo Sailors to the rescue

For most crew members, the day included a bus ride and tour of the Louvre museum, Eiffel Tower, Arc de Triomphe and many other sights in Paris. For Operations Specialist 1st Class Brian Dailey of Augusta, Maine; Hospital Corpsman 2nd Class Benjamin Roberson of Jamaica, N.Y.; Yeoman 2nd Class Jose Soto of Aguadilla, P.R.; and Personnelman 2nd Class Gary Simmons of Monroe, Mich., the day would offer much more.

While waiting for the bus to return them to Le Havre, France, where their ship, USS *Deyo* (DD 989), was making a port call, they heard the commotion of a car accident nearby. "We heard squealing brakes and crunching metal and went to take a look," said Roberson. A small Renault was overturned with a woman trapped inside. "I could



USS *Deyo* (DD 989) Sailors, on liberty in Paris, help a woman who was trapped in her car.

see the woman was alive, but it was obvious she was going into shock. I knew we had to do something quick," Roberson said.

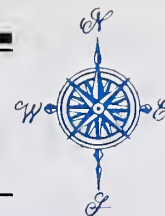
While Dailey tried calming the woman from the passenger's side of the overturned car, the other Sailors pried open the mangled door. Once the door was open, the rescuers

eased the woman from the car. "The woman had several cuts on her face and her hand was bleeding. It looked like it had been crushed," said Soto. "I found a first aid kit in the back of her car and did what I could for her hand."

After bandaging the woman's hand, the Sailors took her to a nearby hotel and called paramedics. "She spoke very little English and none of us speak any French. But we all spoke to her in a calm voice and it seemed to relax her," Simmons said.

The paramedics arrived a short time later and provided medical assistance before taking the woman to a nearby hospital. The four Sailors departed to catch their bus, never knowing the name of the woman they had helped. ‡

Story by CTO3 Paul Waz and ENS Douglas Sasse, photo by PN2 Gary Simmons.



Back together again

Most family reunions are special moments. You get a chance to share time with relatives you have not seen in many years, or only see every now and then. You might even meet relatives for the first time.

Many of us take for granted how precious this shared time with family members is, but not Senior Chief Cryptologic Technician (Collection) Charles "Ed" Garrison of Naval Technical Training Center, Corry Station, Pensacola, Fla., who was reunited with his sister and three brothers in Wichita, Kansas.

For the first time in 32 years, Garrison met with brothers Gary Garrison, also a senior chief cryptologic technician, from Cambridge, England; Scott (Garrison) Schulle from Arlington, Texas; Randy (Garrison) Becker from Wichita, Kansas; and sister, Luella (Garrison) Mendoza from

Lincoln, Neb.

The last time they were together was not under such pleasant circumstances. Their father was in prison and they were abandoned by their mother. "For three days we were without adult supervision or food," said Ed. "My sister and I had to knock on doors and ask our neighbors for food." He was 6 and his sister was 8 years old.

The children were placed in a child detention center. From that point Garrison said the family split up like the four winds. "My youngest brother, Scott, who I last remember seeing when he was 17 months old and in diapers, was adopted," he said. "Randy went to several foster homes before he was adopted. Luella went to



an orphanage run by the Daughters of Charity. Gary grew up in foster homes. I went to a couple of foster homes before being sent to Father Flanagan's Boys Town in Nebraska when I was 10."

Coincidentally, both Luella and Scott

wrote to the adoption agency at about the same time asking for information on each other.

Luella always worked to keep the family together. "She has been the mother hen gathering up her chicks," said Ed. "She was the one who kept the thin strands of our family held together. I'm just glad our reunion went so well." †

Story by JO3 Travis Conley, Naval Technical Training Center, Pensacola, Fla.

Blue Angel flies past checkered flag

Terry Coddington is accustomed to speed and noise. After all, he's a support crew member of the Navy's flight demonstration squadron *Blue Angels*.

This Sailor doesn't seek his off-duty thrills in the air, however. He races behind the wheel of a go-kart at speeds of up to 90 mph.

"Cruising along when you are only one inch off the ground feels more like 200 mph," said Coddington. "You have to take racing seriously at those speeds."

The 23-year-old native of Gettysburg, Pa., recently won the World Karting Association's Deep South Regional Championship Series in the stock 100cc Two-Cycle category. The series consists of 10 races held



Terry Coddington, a member of the Navy's Blue Angels, seeks his off-duty thrills not in the air but by go-karting.

throughout the southeastern United States.

It was early 1993 when Coddington caught the racing bug. After reporting to the *Blue Angels* in Pensacola, Fla., the 5-foot-11-inch, 175-pound driver

targeted his sights on winning a local track championship.

"I wanted to start with a local race, but people kept telling me I was good enough to compete on a regional, even national level. My early racing efforts turned into something bigger than I could have ever hoped for," Coddington said proudly.

Coddington captured 25 pole positions, 29 feature wins in 34 starts and capped the season by winning the 1994 Southern Dirt Championship. "I had the chance to work with the 1994 Country Time Winston Cup team. It was a tremendous experience and I learned a lot." †

Story by JO1 Robb Pailthorpe, photo by PH1 Casey Akins, both assigned to the Blue Angels public affairs office.

Shipmates



Mike Matthews, Director of Hospitality at Puget Sound Naval Shipyard, Wash., is the Navy's first recipient of the Certified Hotel Administrator award from the American Hotel and Motel Association. This award is the hotel industry's highest standard of hospitality excellence for professional hotel executives and leaders. Matthews manages the Bachelor Quarters at the shipyard.



HM2 Benjamin Smalls was named Sailor of the Quarter, for 1st Quarter 1995, at Hospital Corpsman "A" School, Great Lakes, Ill. The Atlanta native also won his fifth Weight Lifting/Bench Press Title within 12 months at NTC Great Lakes. Smalls' goal is to compete in the 1996 Olympic Games in Atlanta.



LCDR Kathryn Hire, a naval reservist stationed at Patrol Squadron (VP) 62, NAS Jacksonville, Fla., is one of 19 new astronaut candidates selected by NASA for the Space Shuttle program. Hire, a Mobile, Ala., native, was chosen from among 2,962 applicants, and was one of seven Navy selectees.



SM1(SW) Kevin D. Futrell recently qualified as USS *Robert G. Bradley's* (FFG 49) first enlisted officer of the deck under way. The Kentucky native developed his skills while standing under-instruction duty during both Operation *Support Democracy* off Haiti and USS *Dwight D. Eisenhower's* Battle Group's pre-deployment exercises.



LT Lisa M. Truesdale assumed command of the Navy's Ceremonial Guard in January 1995, becoming the first woman to lead any of the five services' premier ceremonial unit. The Ceremonial Guard performs all official duties and represents the Navy in parades and ceremonies held in Washington, D.C. Truesdale, from Endwell, N.Y., joined the Ceremonial Guard in June 1993.



OS1(AW) Charles K. Briggs of Naval Command, Control and Ocean Surveillance Center RDT&E Division, San Diego, was selected the command's Sailor of the Year 1994. Hailing from Philadelphia, Briggs was cited for his expert supervision and completion of 3,156 performance acceptance test procedures on the Block 1 Advanced Combat Direction System.

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Oceanography as a career

The Navy's Oceanography team consists primarily of Aerographer's Mates (AGs), Special Duty Oceanographer Officers (1800s), METOC Limited Duty Officers (6460s) and civil service personnel in several professional series. Other ratings and officer warfare communities are also involved with oceanography applications to fleet operations.

Most of the officers and enlisted are serving aboard ships in the OA weather divisions, afloat staffs or mobile environmental teams, stationed at naval air activities worldwide or working in several production and regional forecast centers to support forces and provide data and products. The civilian team is spread throughout these centers offering long-term continuity and providing specialized services. They also serve aboard oceanographic ships to conduct data collection surveys.

To provide services for safety at sea, strategic and tactical warfare and weapon system design, development and deployment requires personnel with highly technical education and experience backgrounds. The fields of expertise include all aspects of oceanography - physics, geology, chemistry, biology, meteorology, geography, geodesy and many related fields of applied oceanography.

There are billets at sea for all AGs and 1800/6460 officers through commander to provide real-time weather and oceanography forecasts to support staff, group or independent operations in all warfare areas. Unified CINC staff billets are available to those who have the right experience to apply Navy skills to joint requirements. Shore billets, in addition to forecast centers, include all major staffs, systems commands and research laboratories.

Most of the officers (1800s) enter the

community through lateral transfer with a warfare specialty; a few are directly accessed through USNA, NROTC and OCS. Re-

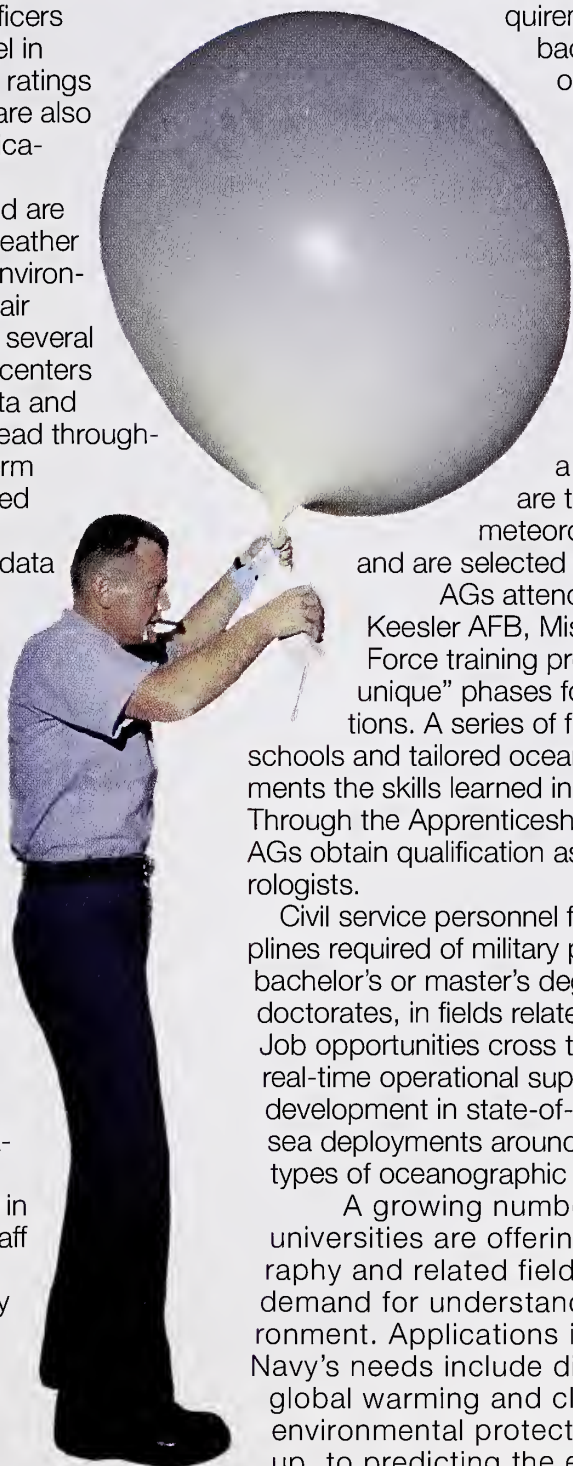
quirements include having a bachelor's degree in oceanography, meteorology, mathematics, physics or a related science field of study. Nearly all 1800s will attend the Naval Postgraduate School as a lieutenant to earn a master's degree in meteorology and oceanography; a few will be accepted for further education to earn a doctorate. LDOs (6460s) are the technical experts in

meteorology and oceanography and are selected from within the AG rating.

AGs attend "A" and "C" schools at Keesler AFB, Miss., in a joint Navy-Air Force training program which has "Navy-unique" phases for specific Navy applications. A series of fleet or supplemental schools and tailored oceanography courses augments the skills learned in the rating pipeline. Through the Apprenticeship Program, many senior AGs obtain qualification as certified civilian meteorologists.

Civil service personnel focus on all of the disciplines required of military personnel. Most have bachelor's or master's degrees, and a few have doctorates, in fields related to their specializations. Job opportunities cross the entire spectrum from real-time operational support, to research and development in state-of-the-art systems, to at-sea deployments around the world collecting all types of oceanographic data.

A growing number of colleges and universities are offering courses in oceanography and related fields to meet increased demand for understanding the ocean environment. Applications in addition to the Navy's needs include diverse areas from global warming and climate change, to environmental protection and ocean clean-up, to predicting the effects of the oceans and atmosphere on the future of our society. ‡





NAME: EM3 Jose L. Tapia

SHIP: USS Gary (FFG 51)

HOMETOWN: New York City

JOB DESCRIPTION: "I work on anything that is electrical on the ship. I stand the CCS (console control station) watch, that's the second highest [senior] watch in Engineering."

PLACES VISITED WHILE IN THE NAVY: Thailand, Pakistan, Australia and the Persian Gulf.

HOBBIES: Drawing

BEST PART OF THE JOB: "I like all the training and opportunities for school the Navy offers."



ALL HANDS

MAGAZINE OF THE U.S. NAVY



MAY
1995

59.05
A416

Door Art 03-37-1



Teamwork gets the job done during an underway replenishment.



U.S. Navy photo

Future Navy ships, Page 12

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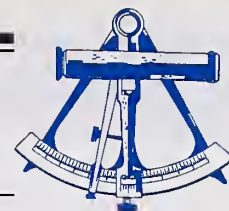
Front cover: Mutant Ninja Blueshirts adorn a door aboard USS *George Washington* (CVN 73). (Photo by PH1 Jeffrey O. Landenberger) (This photo has been digitally altered.)

Back cover: SH3 Antonio Muniz can be found behind the counter of the ship's store aboard USS *Supply* (AOE 6). (Photo by PHAA David Schmidt)

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A416

MAY 1995



Stateside locales added for medical/dental screening

The Bureau of Naval Personnel (BUPERS) and the Bureau of Medicine and Surgery (BUMED) recently looked at a number of U.S. locations considered to be remote from medical or dental support. This review was done

to establish medical and dental screening requirements for those locations.

The following locations in the United States are considered remote: Adak, Juneau and Kodiak, Alaska; Bridgeport, San

Clemente Island and San Nicolas Island, Calif.; Key West, Fla.; Barking Sands, Hawaii; Cutler and Winter Harbor, Maine; Fallon, Nev.; and Sugar Grove, W.Va. Members and their families ordered to these locations must complete the medical and dental screening process before detaching from their current duty station.

For more information, call BUPERS (Pers 662D) at DSN 227-6621 or (703) 697-6621; or BUMED (MED-345) at DSN 294-0460 or (202) 653-0460.

Military women will be honored in Washington

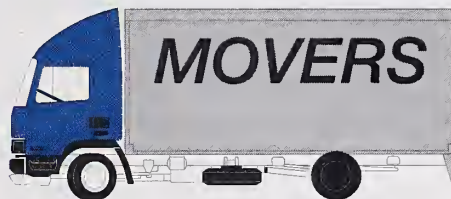
U.S. military women are asked to participate in creating a national memorial honoring them. More than 1.8 million U.S. military women will have their service careers displayed through the Women In Military Service for America (WIMSA) Memorial to be built at Arlington National Cemetery.

Ground breaking for the memorial is scheduled for June. The memorial will include a computerized data base of names and histories of past and present women who have served in the military. For more information, call (703) 533-1155 or 1-800-222-2294. ⚓

Household goods limits reduced for families bound for Japan

The limit for Sailors' household goods (HHG) shipment has been reduced to 75 percent of the normal weight allowance for personnel being assigned to naval units in mainland Japan.

The weight limit has been reduced because the majority of Sailors assigned to Japan are required to live on the local economy for an extended time after arrival and because most Japanese houses cannot accommo-



date more than 6,000 pounds of HHG.

The smaller size of most Japanese houses and the lack of local, reasonably priced, temporary storage, often force Sailors to pay a high price to store their excess HHG. The weight restriction will appear in the member's orders.

Sailors will be allowed to store their excess HHG in the United States while stationed in Japan and will be allowed their full weight allowance upon rotation from Japan. This change to weight restrictions does not affect specific activities in Okinawa. Personnel who will occupy govern-

ment quarters upon arrival in Japan also are not affected.

More information is available from detailers, sponsors and personal property shipping offices.

Program launched to reduce sexual assault

With the initiation of the Sexual Assault Victim Intervention (SAVI) program, the Navy becomes the first service with a full-time effort specifically aimed at preventing sexual assault and assisting victims.

"This is a program that I am really proud of," said VADM Skip Bowman, Chief of Naval Personnel. "Not only are we working for zero tolerance of sexual assault and rape, we are going to provide comprehensive, standardized, victim-sensitive services Navy-wide."

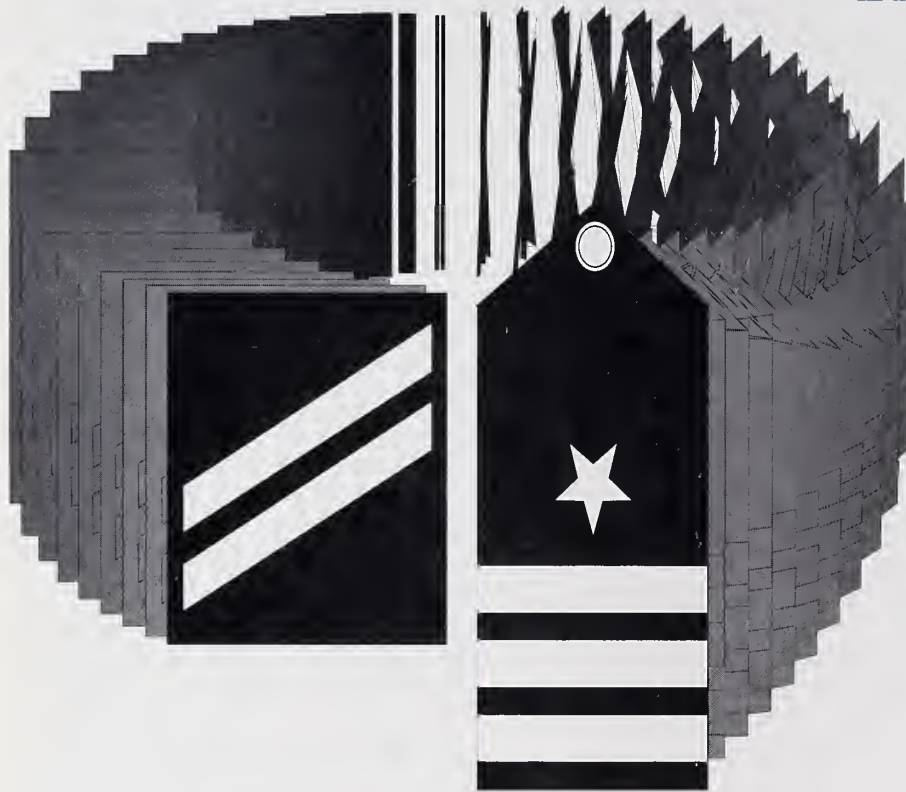
SAVI has three parts: education on sexual assault awareness and prevention, victim advocacy and intervention, and data collection. A SAVI program office has been created at the Bureau of Naval Personnel (BUPERS), which is charged with the management of the program.

Last year, BUPERS stood up the first 28 SAVI program coordinator positions which are located at fleet concentration areas and at overseas remote sites. The first SAVI training for program coordinators was held in September 1994.

"SAVI is a big step toward educating about, responding to, and preventing sexual assault in the Navy," said CDR Glenna Tinney, the manager of the SAVI program. "We want to be able to provide the best possible assistance to the victims of sexual assault — plus answers — and teach how to prevent sexual assault as well."

NAVOP 006/95 provides additional information on the SAVI program.

Trading Places



***So you're an E-2
striking to be a
commander***

Story by LT John Wallach

Ryan Flannery and Tonya Graham beat the sun to work. It was going to be a busy day.

Flannery, a 21-year-old fireman apprentice, and Graham, a seaman apprentice not yet out of her teens, sip their morning coffee, contemplating the day and the challenges it will bring.

For the next 24 hours, Naval Station Mayport, Fla., harbor operations department is theirs. The responsibility for ship movements, tug and crane services, hundreds of millions of dollars worth of equipment and the well-being of 130 Sailors will fall on their young shoulders.

It is an opportunity for which both have volunteered, and they assure one another they are up to the task.

A few hundred yards down the pier, the naval station's service craft division

is beginning another day. Clad in faded gray coveralls, CDR Dan Barrs, a 31-year Navy veteran and former enlisted Sailor, diligently scrapes old paint from one of the division's Mike boats under the watchful eye of a 20-year-old supervisor. "You'll need to put more elbow grease into it," the seaman instructed. "Aye, aye, sir," Barrs replied, now questioning the wisdom of his decision which landed him on the business end of the scraper. It seemed like such a good idea at the time, he thought to himself as the Florida sun grew hotter above him.

For "Upside-Down Day," the leadership of the harbor operations department was literally flip-flopped.

Here's how it worked: The department head, a commander, became an E-2. The assistant department head

became an E-2, division officers became E-3s, chiefs became E-4s and on down the line. Conversely, the department's E-1s became commanders, E-2s fletted up to become lieutenants, and so on.

"The day was an exercise in leadership — a day in the life of harbor ops," Barrs explained. "It was intended to give our young Sailors a look at themselves 15 years down the road and remind our leaders of the work they are asking their people to do every day."

Key to the project were the department's 15 civilian employees, who retained their normal positions to provide continuity. The new leaders' secret to success would be their ability to tap the civilians' experience and corporate knowledge to solve problems, Barrs said.



at Naval Station Mayport



Photo by Martha Rimmer

SA Tonya Graham and FA Ryan Flannery, who shared duties as the harbor operations department head, talk over the day's ship movements with CAPT Scott Cantfil, Naval Station Mayport's commanding officer.

Back in the harbor operations office, the day's business gathered steam. Flannery took his 23rd phone call of the young morning while Graham prepared for the base's weekly executive steering committee (ESC) meeting. She reviewed her notes again for good measure.

"I was kind of nervous," Graham admitted. "I felt lost, but the ESC members asked for my input and coached me through it."

Cindy Weisner, the ESC administrative supervisor said, "I was impressed with the depth of understanding the young Sailors had of our mission."

Across the basin, Engineman Fireman Nell Collie was elevated to a position of leadership aboard one of NAVSTA's tugs. She said, "It was fun, but it was a lot harder than I thought.

As a leader you have to be here in case something happens. You're responsible. The day gave me a much better appreciation for what my supervisors have to deal with every day."

While most Sailors were ready and willing to trade places with their supervisors on a permanent basis when the day was done, Seaman Apprentice Wendy Myers said she was glad to be back in dungarees. As the deck leading petty officer for her tug for the day, the 23-year-old aspiring lithographer's mate found the role of supervisor challenging. "I learned what it takes to be responsible for the work of others," she said. "It's not easy."

By day's end, the new leaders had done a remarkable job, by all accounts. A downed tug and a small oil

spill were handled without incident. Ships moved, correspondence was completed, decisions were made. The order of the day had been carried out. The objectives of the exercise had been met.

"I think this was a day we will all remember for the rest of our careers," Barrs said, reflecting on his most valuable lesson learned. "I saw proof that my leaders take care of their Sailors," he said, "because today, our Sailors took care of us."

Wallach is the public affairs officer, Naval Station Mayport, Fla. ⚓

Guam carries torch



Mediterranean
Readiness
2-94
Almeria



USS Austin (LPD 4)



USS Harlan County (LST 1196)

Story and photos by JOSA Eric M. Wagner
and JO2 Douglas M. Scherer

The Olympics came back to Spain — but this time the contestants were Sailors and the contests were in seamanship and other shipboard skills.

USS *Guam* (LPH 9) placed first of four ships in the Mediterranean Amphibious Readiness Group (MARG) 2-94 Olympics in Almeria, Spain.

Other competitors in the event were USS *Austin* (LPD 4), USS *Tortuga* (LSD 46) and USS *Harlan County* (LST 1196).

During the four-day event, crew members displayed their talents in areas such as damage control, deck seamanship, operations and culinary

techniques.

The first day, events took place aboard *Harlan County* and tested the teams' damage control skills. As local citizens curiously watched, engineers competed in races in P-250 operations, pipe patching, fire-fighting and chemical, biological and radiological equipment donning, oxygen breathing apparatus relays and a written damage control exam.



The next day, crews competed in an Emergency Escape Breathing Device (EEBD) relay race, the lube oil quality management oral board examination and the written Engineering Operational Sequencing System (EOSS) exam.

The competition then moved aboard *Tortuga*, where rating knowledge and expertise were essential. Contestants began with a 35-question

at MARG olympics

Amphibious
Group
Olympics
Spain



USS Tortuga (LSD 46)



USS Guam (LPH 9)

written examination. Boiler Technician 1st Class Paul Bettis, team leader for *Guam* engineers said. "We were expected to identify oil samples from systems we don't use. We went into [the competition] not entirely sure what to expect, but we managed to do quite well."

The Olympics continued on day three aboard *Austin*, pitting each ship's best boatswain mates against one

another. Competition ranged from bolo hurling and line toss heaving, to the finesse of knot tying and the mastery of the boatswain's pipe. Day four brought communication and supply departments' competition aboard *Guam*. The communications teams took part in the signal flag hoisting competition. Teams had to encode two signals, then hoist them for the Junior Officer of the Deck

(JOOD). The team whose JOOD decoded the signal first won. *Tortuga* took first place in the event.

A chili cook-off and cookie baking competition between the supply departments followed. *Harlan County* took first in the chili cook-off, while *Guam* earned first place honors in the cookie competition.


With the judging complete, scores no longer mattered — all were winners. The spirit of competition drew the crews together in the best Olympic tradition. ‡

Wagner and Scherer are assigned to the public affairs office, USS Guam (LPH 9).

AG Training Records

Training Record Program

Version 1.0



NAVAL METEOROLOGY AND
OCEANOGRAPHY COMMAND

Enter Your Password Below, then click on "Main Menu".

Main Menu

Developed at the Naval
Oceanographic Office
Code: N25 by: AG1 M. Kipf

Press F1 for Help.

Training Record: Main Menu

Create a New Training Record	Delete a Training Record
Edit a Training Record	Verifications
View a Training Record	Disclosures
Print Menu	Change Password
Transfer a Training Record	Exit

Select one of the Following Options.

Press F1 for Help.

Paperless Trail

AGs put standardized records on disk to replace unwieldy paper training jackets

Call it environmentally friendly or just good common sense, but a new computer-based training record is saving volumes of paper and offering some Sailors a standardized training record that can fit in their hip pocket.

The training record supports aerographer's mates (AGs), the Navy's enlisted weather specialists. It was developed at the Naval Oceanographic Office's (NAVOCEANO) Professional Development Branch. The branch provides training support to AGs; 1800 and 6460 designated officers; and Marine Corps weather specialists with various training programs and materials in the fields of meteorology and oceanography (METOC); and mapping, charting and geodesy (MC&G).

In the past, AGs maintained personal training jackets for several years — usually plastic binders overflowing with a confusing array of forms, qualification letters, certificates of completion and advancement information.

Last year, the annual Naval Meteorology and Oceanography Command Chief's Conference recommended a new standardized training record be developed.

Tasked with the job, NAVOCEANO's training department discussed a number of methods to fulfill the requirements. They decided to develop a computer-based training record to allow a training officer or petty officer to edit a record, make multiple entries to any number of records and print the record.

When a member transfers, the record can be put on a standard diskette and easily transported to the new command

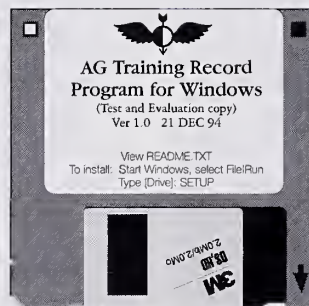
— a dramatic improvement over lugging a career's worth of training materials in a flimsy folder or bulky binder.

Aerographer's Mate 1st Class Mark Kipf developed the final product. He produced a program with more than a dozen functions to permit easy data entry on more than 20 different "pages." Among these are entries for advancement information for each pay grade, including a record of time-in-rate requirements, "A" school completion, NAVLEAD completion advancement recommendations and Per-

sonnel Advancement Requirements.

Other entries include general military training attendance, on-the-job training, correspondence courses, Navy schools, a history of previous duty assignments, professional and personal qualifications, and college courses.

Kipf is already working on version 2.0, a non-rating specific program he expects could be used by other ratings or communities, squadrons, medical staffs and shipboard departments. ⚓



U.S. Navy photo

AGC(AW) John L. Riddick (right), supervisor of the professional development branch, NAVOCEANO, and training support specialist AG1 Mark C. Kipf make entries in an innovative computer-based training record.



For more information about the AG Training Record Program, contact AGC(AW) John Riddick at DSN 485-5075 or (601) 688-5075.



Getting Sailors back on track

Story and photos by JO1 Ron Schafer

ATTENTION! EYES STRAIGHT AHEAD! HANDS FLAT AGAINST YOUR SIDE!" the voice of the corrections specialist resonates throughout the building leaving no doubt in anyone's mind as to who is in charge.

"WHEN I ADDRESS YOU, YOU WILL RESPOND IN A LOUD AND CLEAR VOICE! IS THAT CLEAR?! SOUND OFF!"

The Sailor responds but not nearly loud enough. He is told again to sound off but, again, his response is only a whisper compared to the tone of the commander. As he stands on the quarterdeck, the young Sailor, without even realizing it, has stepped back to square one.

To those who are unfamiliar with the Correctional Custody Unit, a division of the U.S. Naval Brig in Norfolk, it would seem to be nothing more than a mini-boot camp awarded as a result of nonjudicial punishment. It is so

much more.

While its Sailors get there as a result of misconduct, the center's mission is to provide them with practical training through a regimen of hard work, physical training and counseling so they may return to the fleet and successfully resume and complete their military obligations.

According to Signalman 1st Class (SW) Ted McAleer, a duty section leader at CCU, the curriculum is simple. "We teach success here," said McAleer. "We teach people to feel good about the work they're doing. The future of today's Navy is the young shipmate out there. And, if for whatever reason, they get led down the wrong path and get into trouble, we can stop the pattern of misconduct."

Sailors sent to CCU (awardees) are assigned tasks throughout the day. They are held accountable and encouraged to be resourceful in the successful completion of



◀◀ U.S. Naval Brig, Norfolk, Va.

◀ DC2 Steve Concepcion and BM3 Love indoctrinate new awardees.

officers who made the biggest impression on them," explained Chief Electrician's Mate (SW) Brian Keller of Hartland, Wis. "They'll say, 'Look, I made third class. I've been advanced, I'm a seaman now.' We get that kind of feedback from individuals who are still in the area."

Keller, the CCU supervisor, added that he has even received positive feedback from individuals who, although they have been discharged from the Navy, wanted to express their appreciation for the lessons learned while at CCU.

Keller said that since moving from Naval Amphibious Base Little Creek, Va., in 1992, CCU has suffered an identity crisis and is, therefore, underused.

those tasks, thereby learning to take pride in a job well done rather than simply following orders.

After a full workday, awardees attend two daily training periods covering motivational skills as well as general military training. They also participate in regular group and individual sessions with trained counselors. The counseling sessions, according to McAleer, provide an opportunity to talk openly about any topic and often help them to recognize correctable circumstances or behavior that may have contributed to their offenses.

"We give them all the tools they need to succeed," said the Elkhart, Ind., native. "It's then up to them to get into that tool kit and use it when they get back to the fleet."

"It's a self-discipline thing," explained one awardee. After six months in the Navy and a trip to captain's mast for dereliction of duty, he had been awarded CCU.

"You've got to take on everything on your own," he began. "You have the petty officers to guide you and show you how to do it, but they can't do it for you. It's like attention to detail. I always took that for granted. Here, they double-check things. You may have it close, but if it isn't right, forget it."

Some former awardees become skilled craftsmen with their new tools according to feedback surveys received by CCU. The data shows that most of those who return to the fleet do so successfully. That success includes being recommended for retention or advancement, advancing in rate, and, for some, being recognized as Sailor of the Month or Sailor of the Quarter.

"We have awardees come back and see certain petty

"That's what this place is all about. It's here to help you help yourself."

– An awardee

"Some commands don't know we still exist since we moved," Keller said. "We have a program that is available to all commands to use if they have individuals who have gotten into trouble. When the command wants to retain that individual, but restriction just isn't enough, and they view the only step left is to discharge the individual, we can reintroduce the military bearing, the professionalism and other core values that can help them to go back to the command and become a valuable asset."

"We tell them," explained Damage Controlman 2nd Class Steve Concepcion, a corrections specialist, "This is a turning point in your career, not only in your career but in your life. In the 30 days between the time you start and the time you finish, you're going to find that these keys to success that we give you will not only carry you through your naval career, but through your personal life and your civilian life as well."

Concepcion, a native of New York City, calls them life skills. Those life skills are the keys that open the tool kit CCU provides.

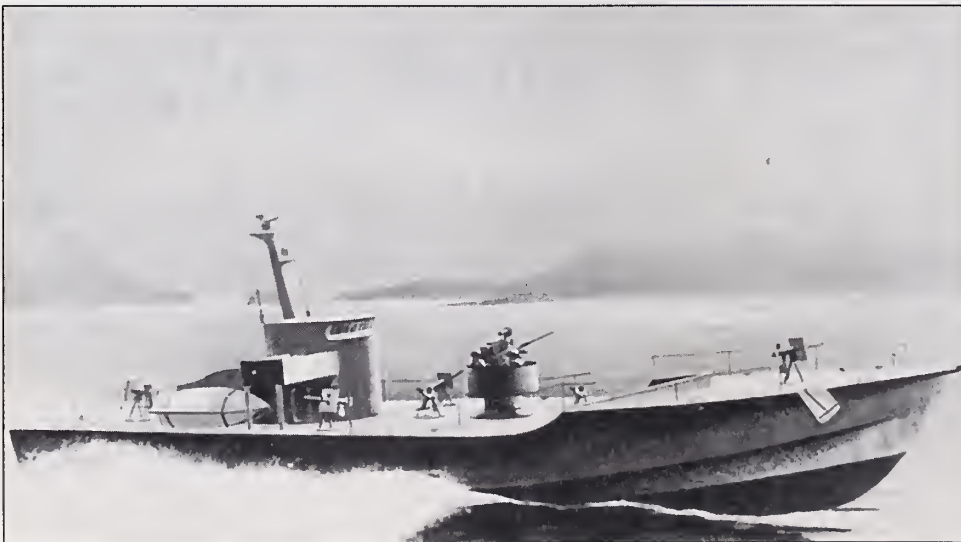
"That's what this place is all about," said the awardee. "It's here to help you help yourself." †

Schafer is a Norfolk-based staff writer for All Hands.

Past, present and future

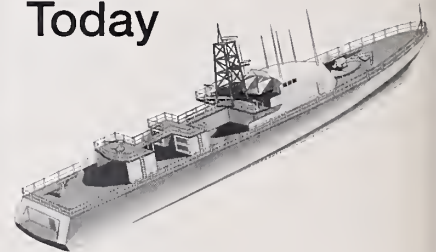
Have you ever wondered what the fleet of the future might look like? More than 30 years ago, *All Hands* routinely answered that question and offered artists' interpretations of what today's fleet might look like. We've compared some of these 30-year-old ships of the future with what we actually have today. Going one step further, you'll also see a few of the concepts the Navy is considering for possible development. Maybe in 2030 *All Hands* will feature these ships in a story about what we were thinking about in the mid-1990s. ‡

► From *All Hands*, March 1959: "The Secretary of the Navy was recently presented with the original of this painting which appeared not too long ago in *Mechanix Illustrated*. Conceived by Frank Tinsley, it illustrated an article concerning the potentialities of a 10,000-ton submarine, 720 feet long with a beam of 124 feet. It would abandon the traditional shape of present-day subs in favor of five cigar-shaped hulls — a sort of underwater-catamaran. Combined, they would form a 48-by-300-foot flight deck from which 20 air rafts could be launched at one time. It would carry 2,240 Marines in addition to the crew, as well as 40 air rafts. These would be twin-engined, 'amphibious' flying platforms with a speed of 100 mph."

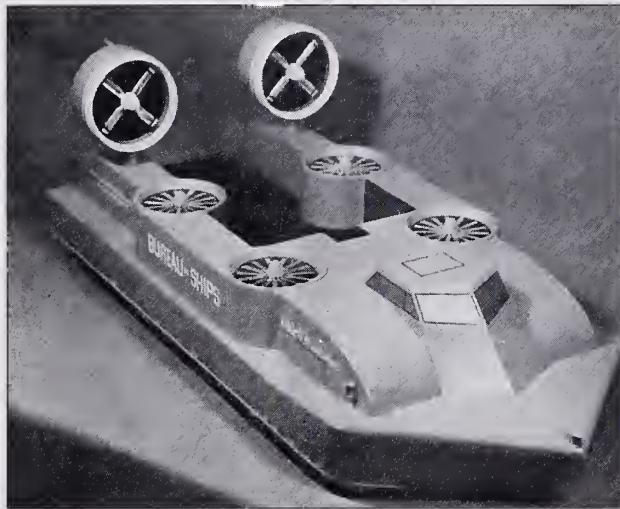
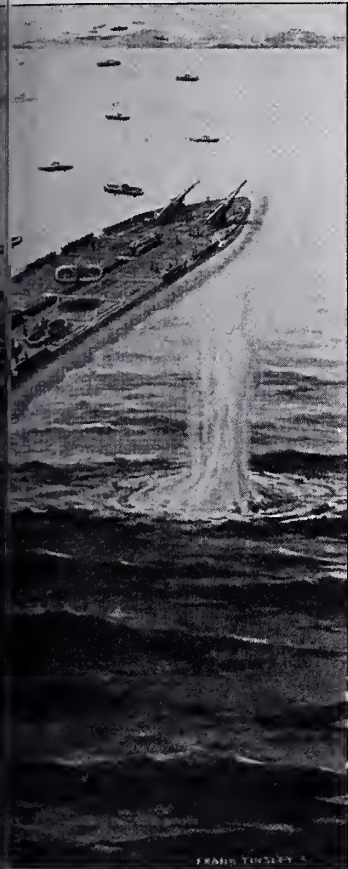
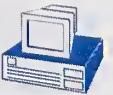


▲ From *All Hands*, November 1962: "Speedster — Two prototype motor gunboats are authorized for construction. These fast boats will operate offensively in coastal waters."

Today



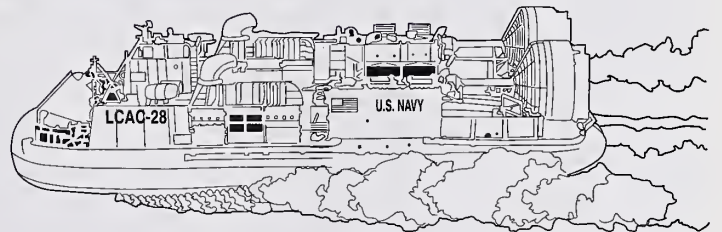
PC1



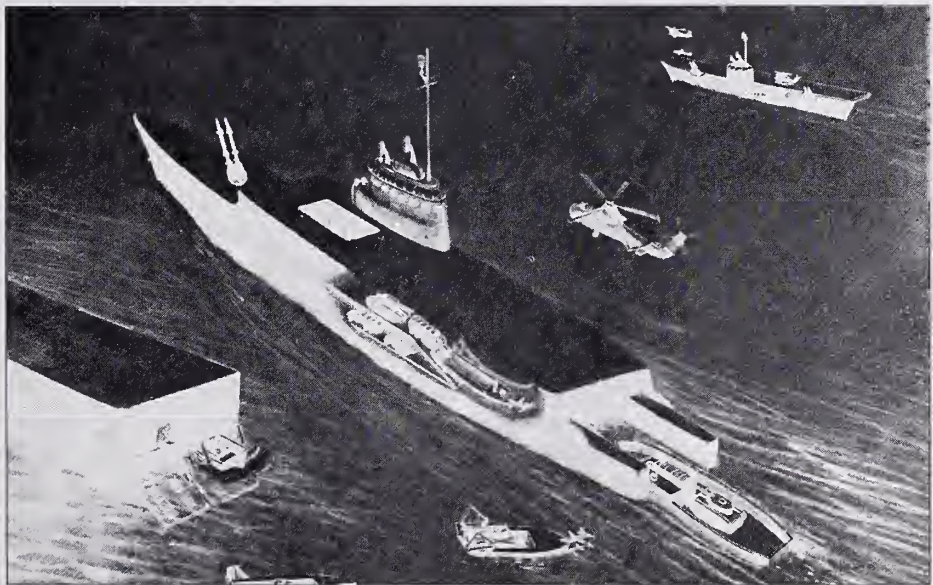
◀ From *All Hands*, June 1962: "Testing — Bureau of Shipping-inspired hydroskimmer will cruise at high speeds."

Today

LCAC

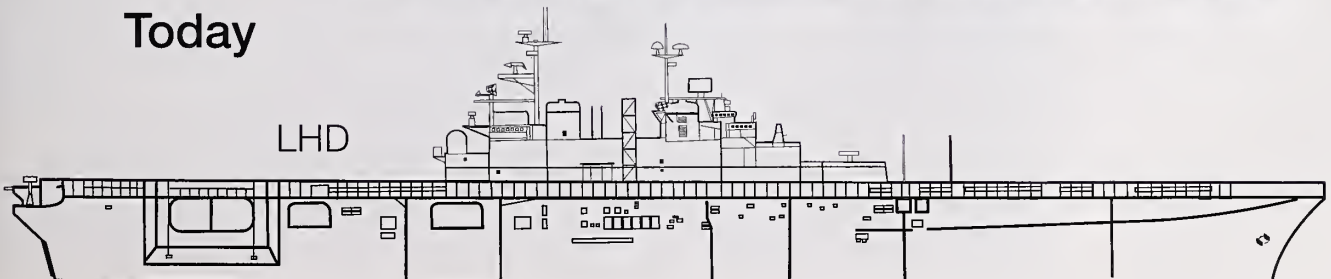


► From *All Hands*, December 1961: "Could be — This drawing of Navy ships looks fantastic today, but it could look very real in the future Navy."



Today

LHD

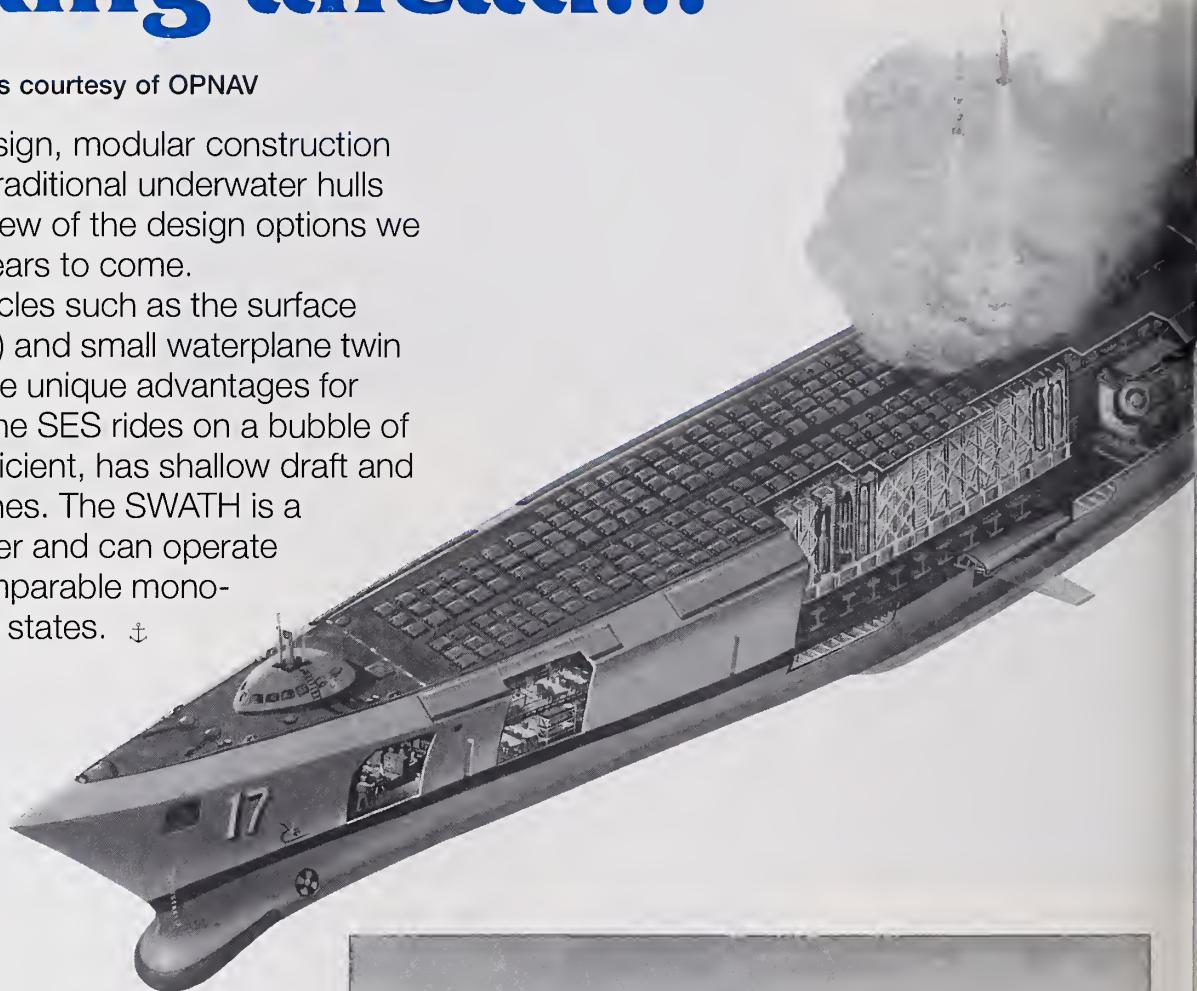


Looking ahead...

Photos courtesy of OPNAV

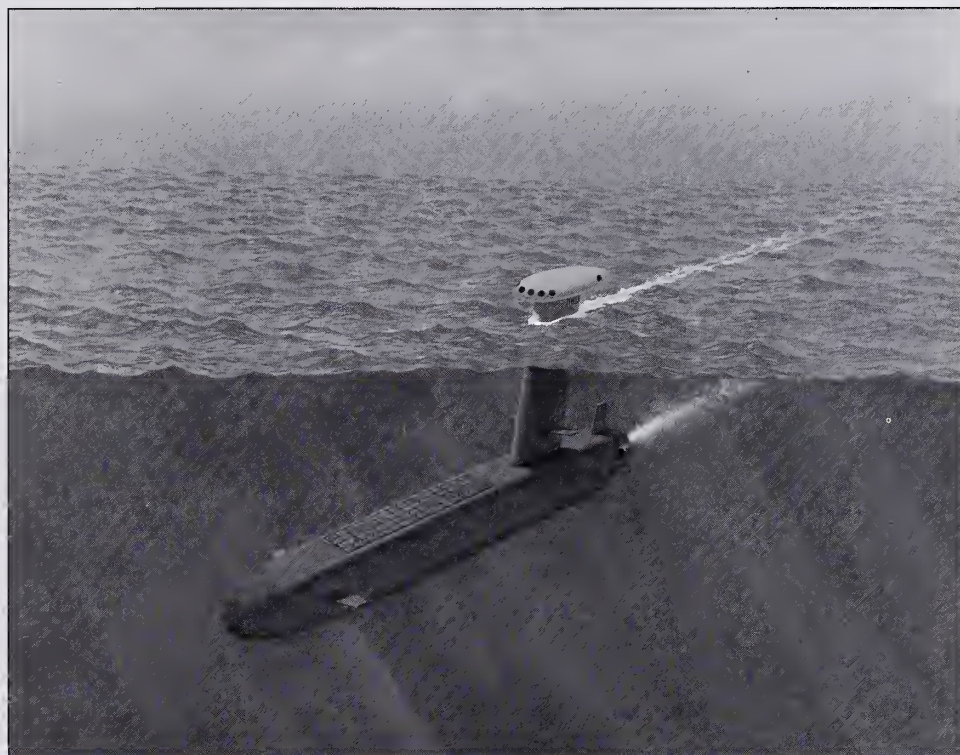
Stealthy design, modular construction and non-traditional underwater hulls are but a few of the design options we may see in the years to come.

Advanced vehicles such as the surface effect ships (SES) and small waterplane twin hull (SWATH) have unique advantages for littoral warfare. The SES rides on a bubble of air, is fast, fuel efficient, has shallow draft and is resistant to mines. The SWATH is a superb sea keeper and can operate better than a comparable mono-hull in severe sea states. ⚓



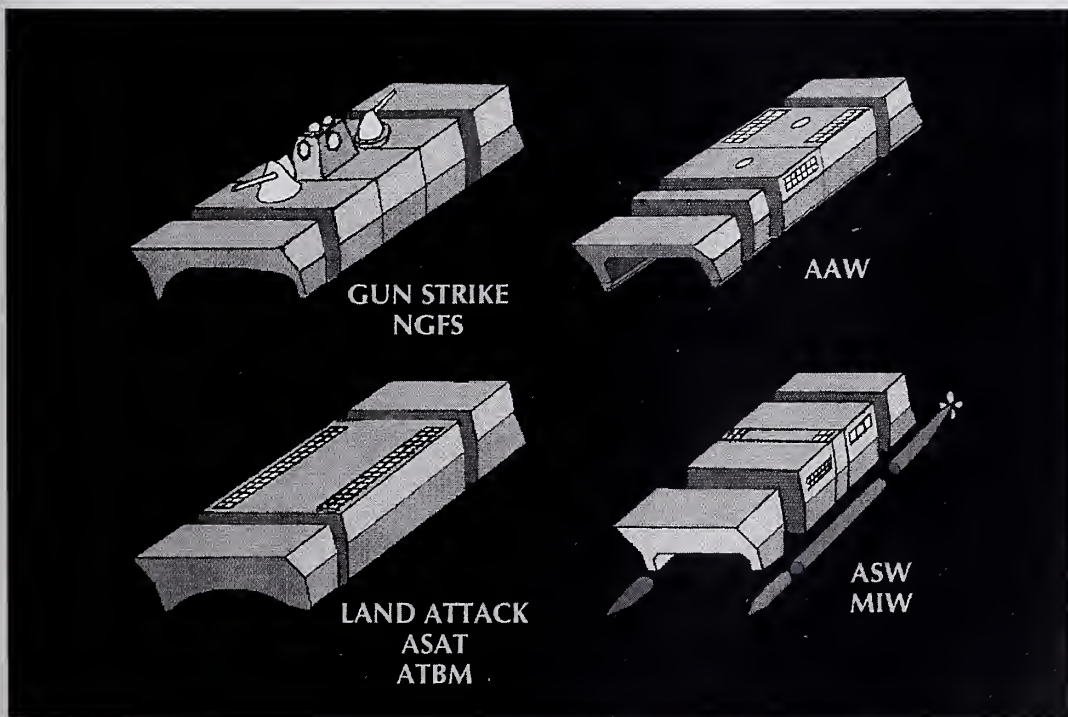
► A SWATH hull makes for a stable platform for Marine Corps *Harriers* as they ski jump off the bow.





◀ A massive mix of surface-to-air and surface-to-surface missiles makes this low-silhouette surface warrior a potent platform.

► Will future Navy ships be semi-submersibles?



◀ Modular units could be plugged into a SWATH hull to mix and match capabilities as needed.

Washington

Sailors - 2
Contractors - 12
\$9,300,000

Oregon

Sailor - 1
Contractors - 7
\$11,052,000

California

Sailors - 10
Contractors - 159
\$70,130,000

Hawaii

Sailor - 1

Utah

Sailor - 1
Contractors - 4
\$668,000

Arizona

Sailor - 1
Contractors - 8
\$63,193,000

Montana

Sailor - 1

Colorado

Sailors - 3
Contractors - 6
\$132,000

New Mexico

Sailors - 0
Contractors - 4
\$226,000

South Dakota

Sailors - 2

Nebraska

Sailors - 2

Kansas

Sailors - 2
Contractors - 5
\$178,000

Oklahoma

Sailors - 2
Contractors - 10
\$1,528,000

Texas

Sailors - 8
Contractors - 32
\$11,426,000

Building blocks of a submarine

Fighting ships are more than a product of just one ship yard — they are built with components from sea to shining sea. Their crews, too, come to the waterfront from cities and towns across the country. Our newest fast attack boat, *Seawolf* (SSN 21) is a stealthy example of the best of America going into a high-tech fighting machine. Parts for the submarine are made in 40 of the United States. The 117 Sailors of *Seawolf's* precommissioning crew (as of March 14, 1995) are perhaps the most important reflection of their country and their Navy. These men represent 37 different states and Puerto Rico. From all across America 1,910 contractors have performed work relating to the construction of the submarine. These contracts account for more than \$704,276,000. Look and see if your home state is helping build *Seawolf* (SSN 21). ⚓



Minnesota

Sailors - 2
Contractors - 11
\$71,000

Iowa

Sailor - 1
Contractors - 5
\$85,000

Missouri

Sailors - 2
Contractors - 11
\$411,000

Arkansas

Sailors - 2
Contractors - 2
\$871,000

Louisiana

Sailors - 5
Contractors - 11
\$792,000

Wisconsin

Sailor - 1
Contractors - 27
\$25,889,000

Michigan

Sailors - 0
Contractors - 26
\$8,793,000

Illinois

Sailors - 5
Contractors - 70
\$5,675,000

Indiana

Sailors - 0
Contractors - 18
\$7,609,000

Ohio

Sailors - 5
Contractors - 74
\$24,933,000

Kentucky

Sailor - 1
Contractors - 6
\$5,596,000

Tennessee

Sailor - 1
Contractors - 37
\$1,899,000

Mississippi

Sailor - 1
Contractors - 1
\$136,000

Alabama

Sailors - 2
Contractors - 4
\$1,348,000

New York

Sailors - 11
Contractors - 187
\$30,165,000

Pennsylvania

Sailors - 6
Contractors - 158
\$114,323,000

New Jersey

Sailor - 1
Contractors - 144
\$42,274,000

Delaware

Sailors - 0
Contractors - 6
\$1,476,000

Maryland

Sailors - 2
Contractors - 22
\$3,042,000

West Virginia

Sailors - 3
Contractors - 6
\$2,194,000

Virginia

Sailors - 3
Contractors - 36
\$8,353,000

North Carolina

Sailor - 1
Contractors - 28
\$9,656,000

South Carolina

Sailors - 0
Contractors - 21
\$1,552,000

Georgia

Sailors - 5
Contractors - 9
\$1,077,000

Florida

Sailors - 11
Contractors - 36
\$6,584,000

Puerto Rico

Sailor - 1

Maine

Sailor - 1
Contractors - 9
\$3,100,000

New Hampshire

Sailors - 0
Contractors - 19
\$5,035,000

Rhode Island

Sailors - 0
Contractors - 79
\$9,395,000

Massachusetts

Sailors - 4
Contractors - 253
\$140,217,000

Connecticut

Sailors - 4
Contractors - 347
\$73,892,000

USS *Supply*: customer service in action

Story and photos by JO1(SW) Matthew Gowan,
photos by PHAA David Schmidt

For Sailors on board USS *Supply* (AOE 6), customer service isn't just when a ship pulls alongside for beans, bacon or bullets. It's a commitment to taking care of Sailors that is evident in every nook and cranny of this brand-new, state-of-the-art combat logistics force ship.

For the young seaman who spent the last 14 hours in an underway replenishment detail, and then stood a four-hour bridge watch, it means getting his or her pay problems fixed without having to wait for the disbursing clerks to open for business the next day.

The commitment to customer service is "an ingrown, heart-felt attitude to help people," for Disbursing Clerk 3rd Class Solomon Bostic of Miami. "That's the reason why I chose to be a DK," he said. "It's customer-service oriented. I just like people."

The customer-service push goes beyond *Supply*'s disbursing office. It permeates the ship.

"The crew shouldn't have to worry about their support. The customer is No. 1," said Jacksonville, Fla., native LT Sharon Chapman, assistant supply officer. She ensures the crew knows that the supply department is dedicated to customer service.

"Our job is to make Sailors happy. We make sure the laundry is done, even if it comes down late one day. We make sure the ship's store is stocked. We make sure there's hot food in the mess line."

Customer service is also the standard in *Supply*'s ship's store. "The best part of my job is knowing that my shipmates are working hard during the day, and they can get whatever they want from the ship's store," explained New York City, native Ship's Serviceman 3rd Class Antonio Muniz. Muniz admitted it's not always easy to embody customer service. "It's difficult if you're having a bad day. You've got to try your best not to lose your temper. You can't show your anger to the customer."

The ship's store is the lifeline of the ship. The gossip and gouge come in and go out of the store with each customer.

"I like being in the ship's store. I can speak with the crew," Muniz explained. "It's the main place. It's the World Trade Center of USS *Supply*."

For one of the two postal clerks on board *Supply*, customer service is all a matter of outlook. "The last thing the crew



▲ SN Daniel Davis completes PMS on *Supply*'s line 7, ensuring the line is in proper working condition.

► Members of *Supply*'s flight deck crew take a breather during a break in vertical replenishment (VERTREP) operations.

needs after working all day is to talk to someone in an office who has an attitude," said Postal Clerk 2nd Class Christopher Chapman.

The Gainesville, Ga., native's day begins by going around the ship and collecting mail from six mailboxes and then processing that mail for dispatch. The job isn't without its rewards, said Chapman.



◀ MS3 Kevin Hyers, of Sugar City, Colo., retrieves food from the galley warmers and prepares to place it on the steam line for midrats.

▼ DK3 Solomon Bostic of Miami, demonstrates regular maintenance on one of *Supply's* ATMs to Disbursing Officer ENS Crystal Brown.



"The best part of the job is holding mail call and being able to give that Sailor the letter he or she has been expecting from a loved one. It gets them going again after a long day."

But all the letters in the world won't mean anything without a hot meal in your belly.

Supply's food service officer, LTJG Jorge Gonzalez, said, "Customer service is the way you treat people. We want to make

sure everything is clean and ready to go. No one wants to come to a dirty mess deck after working hard all day."

That means long hours for the ship's mess management specialists and food service attendants. "There are days that we'll start serving dinner at 4:30, and we don't close the line until 7:15 or 7:30. Sometimes we even take meals up on deck to the people still working. We're not required to do that, but we do it in support of the crew."

Customer service is the law, explained Supply's top pork chop. "We're committed to customer service, whether it's serving personnel in disbursing or issuing a part for one of the main engines," explained CDR Charles Lilli of East Stroudsburg, Pa.

Computer automation helps Supply take care of Sailors. "Everything that can be automated is," explained Lilli. "Automation makes things go better. Standing in line doesn't do that for you."



Hook-up men return to the safety of the hangar bay after retrieving a pole pendant and its slings from a load of missiles.

The ship has a customer service and response program that uses the full capabilities of Supply's computer network and modem capabilities. The system enables crew members to initiate inquiries on a 24-hour basis, and they are guaranteed to receive a response within 72 hours.

The captain of this new ship knows he's a lucky man. "We're setting the standards. There's pride in being the first of a class," said CAPT John J. Bepko III of Milford, Conn.

Supply is the first of three ships to be built in the new AOE class. Pride is evident with the Sailors on the deckplates. E-1 to E-3 personnel make up 48 percent of the ship's crew. "They have an enormous amount of responsibility," said Bepko.

One of those deckplate Sailors is Seaman Michael Redding, who is striking for ship's serviceman. The Indianapolis native is responsible for washing 600 pounds of laundry a day. He sums up the attitudes of most of Supply's men and women. "The best part of the job is being able to come in and complete a job. It makes me feel good. You know, a job well done." †

Gowan is a photojournalist and Schmidt is a photographer's mate assigned to Navy Public Affairs Center, Norfolk.

USS Supply carries the torch

Even though three previous ships were named Supply, AOE 6 was the first named to honor the men and women of the Supply Corps.

"We have the perfect name," declared CAPT John J. Bepko III, Supply's commanding officer. "We can go anywhere, during peace or war. Whatever the fleet needs, we're

there."

Supply's Supply Officer, CDR Charles Lilli agrees. "Naming the ship Supply is very appropriate. The ship embodies all of the basic principles of the men and women of the Supply Corps."

Supply is the largest gas turbine-powered ship in the world. Bepko said that's Supply's best asset. It allows the

ship to steam with the battle group.

"We're a multi-product, huge warehouse that can go as fast, or faster, than anyone else in the battle group."

The ship's motto, "Carrying the fire," signifies that the crew of USS Supply is carrying the torch of freedom passed to a new generation by all Navy men and women who served their country. †

Would you believe...?

✂ *Supply* carries 20,880 eggs on board for the crew. That's enough eggs for you to have a two-egg omelette every day for more than 28 years. If you don't think that will tide you over until lunch, they also carry an additional 300 pounds of frozen eggs.

✂ If you'd like a couple of slices of bacon to go with that, *Supply* carries almost 15,000 pounds of bacon, enough for more than 400 years.

✂ If that's a little too much cholesterol for you, try cereal. *Supply* carries more than 86,000 boxes of single-serving cereal. Enough to keep your breakfast nook stocked for 235 years.

✂ When *Supply* sends cookies or brownies to another ship during an unrep, the ship is continuing a tradition that's been around since the early days of the British Navy.

✂ *Supply* can leave Norfolk, steam around the world and pull into San Francisco on one tank of fuel.

✂ *Supply* carries enough material for you to make almost 500 years of peanut butter and jelly sandwiches for lunch.

✂ *Supply* carries 7,000 cases of soda in its soda storeroom for the fleet. You could have two sodas a day for the next 230 years.

✂ *Supply's* payroll is \$101,990.29 per month.

✂ The ship's ATM machines dispense more than \$500,000 dollars a year.

✂ *Supply's* ship servicemen wash and dry more than 156,000 pounds of laundry in a year. It would take a single Sailor 150 years to do that much laundry once a week.

✂ *Supply's* ship's store sells about \$240,000 worth of goods in a year. That's enough to buy more than 600,000 candy bars.

✂ The most popular item in *Supply's* ship's store is Drum-

stick ice cream cones.

✂ Almost 7,830 haircuts are given in the ship's barbershop in a year. That could give you a haircut every week for the next 150 years.

✂ It takes Mess Management Specialist Seaman Apprentice Chris McDougal of Maxton, N.C., about three hours to make the 800 pastries eaten at breakfast daily.

✂ You can resolve any pay problems within 72 hours on board *Supply*, and you don't even have to go to the disbursing office.

✂ The average age of *Supply's* crew is almost 19.

✂ *Supply* can refuel a battle group twice before needing to refuel itself.



Photo by PHAA David Schmidt

***Supply* can replenish up to four ships at a single time and can refuel 12 ships a day.**

Supply springs to action

If there's a Sailor who never has a problem having friends on a ship, it's got to be the postal clerk. PC2 Christopher Chapman, from Gainesville, Ga., sorts mail for distribution.



Photo by JO1(SW) Matthew Gowan

Photo by PHAA David Schmidt

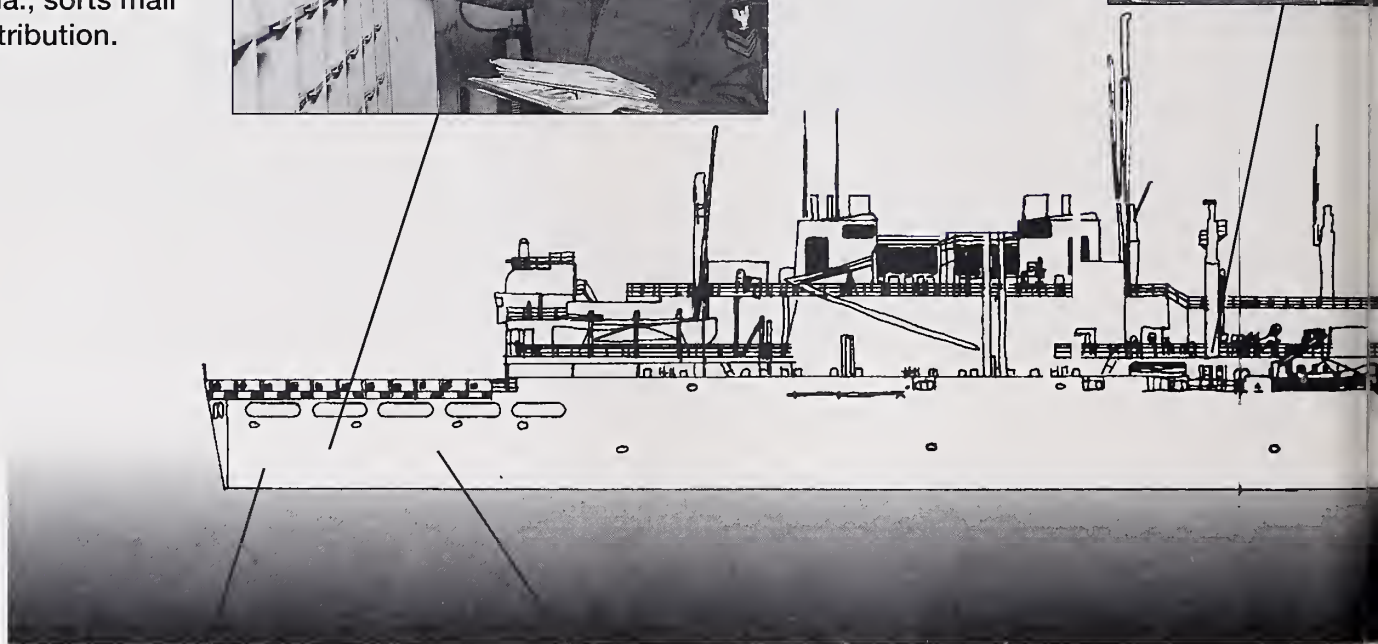
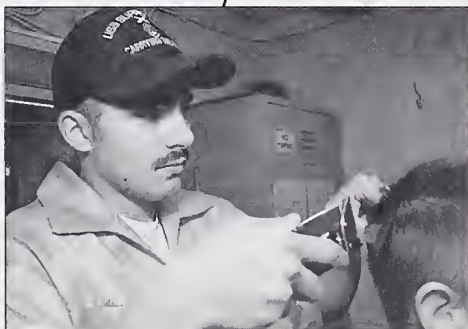


Photo by JO1(SW) Matthew Gowan



SHSN Jason Campuzano, a native of Queens, N.Y., says he gives about 30 haircuts a day.

Photo by PHAA David Schmidt



SH3 Kenneth Maye of Monticello, Miss., is responsible for stocking the ship's soda machines. Maye says he usually refills the machines twice a day.



Members of the rig team at *Supply's* underway replenishment station 12 stand by as USS *George Washington* (CVN 73) makes its approach alongside.

Photo by JO1(SW) Matthew Gowen



Line handlers spring into action after the phone-talker barks, "Single up all lines."

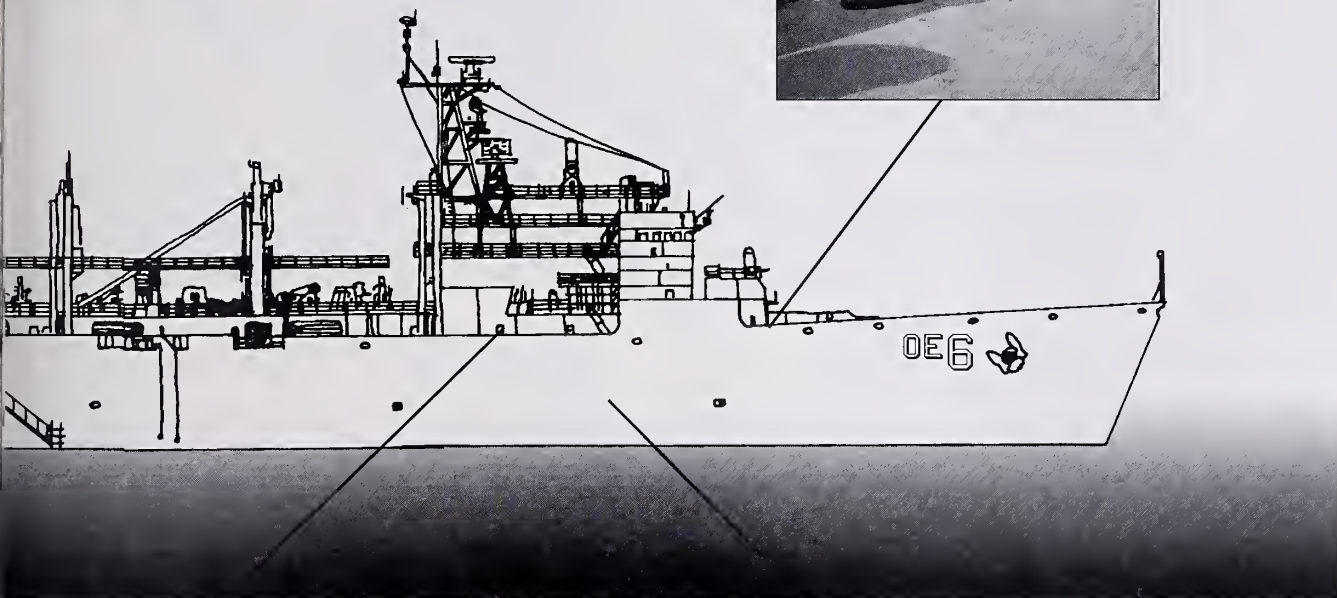


Photo by JO1(SW) Matthew Gowen

BM1(SW) Cassius Farrell and BM2 Legrand Davis check items in *Supply's* ready lifeboat before getting underway.

Photo by PHAA David Schmidt



GSM1 Mark Metz of Ortonville, Mich., prepares to do a test on fuel and oil in a centrifuge.

Where we went on cruise



Photo by PH2 Scott Tolle

4N2 Lester Thompson, of Antarctic Development Squadron (VXE) 6, spends time with a youngster from Cholmondeley Children's Home, outside of Christchurch, New Zealand. VXE 6 has been sponsoring visits to the children's home for the past four years, in support of Project Handclasp.



Photo courtesy of USS Stephen W. Groves

ENS Chris Fortin, LTJG Dave Williams, ENS Chris Loundemon and MIDN 1/C John Lowell, of USS Stephen W. Groves (FFG 29), enjoy the day in Hurghada, Egypt after long weeks of patrol in the Red Sea.



Photo by DKSN Jeffrey D. Achen

USS Thomas S. Gates (CG 51) crew member DK3 Ben Dukes, a native of Boston, enjoys an Italian meal in downtown Rome during a port call to Naples. Many tours were offered throughout the cruise.

MS2 Patrick Sullivan, DCFR Stephen Sullivan and FR Marlon Boquin, assigned to USS Barry (DDG 52), take in the ancient monument of Stonehenge, in Wiltshire, England.



Photo by PH1 Donald E. Bray

Children from the Star of the Sea primary school in Esperance, Australia flood a USS Antietam (CG 54) crew member with questions about the ship during a port visit.



ENS Roger Duimet, LT Mark Murray, LT Carl Herron, LT Stan Chien and LTJG Andy Olek, from USS Thomas S. Gates (CG 51), get the opportunity to visit the Eiffel Tower during a visit to Paris.

Photo courtesy of USS Thomas S. Gates

Museums by state

ALABAMA

Mobile
Alabama
Drum

CALIFORNIA

San Francisco
Jeremiah O'Brien
Pampanito
San Pedro
Lane Victory

CONNECTICUT

Bridgeport
HMS Rose
Groton
Nautilus

DISTRICT OF COLUMBIA

Barry

GEORGIA

Columbus
CSS Chattahoochee
CSS Jackson

HAWAII

Honolulu
Arizona
Bowfin

ILLINOIS

Chicago
German U-505

LOUISIANA

Baton Rouge
Kidd
Kenner
Cabot
New Orleans
CSS Pioneer
Delta Queen

MARYLAND

Annapolis
USS X-1
Baltimore
Constellation
SS John W. Brown
USCGC Taney
Torsk

MASSACHUSETTS

Boston
Cassin Young
Constitution
Fall River
PT 617
PT 796
Joseph P. Kennedy Jr.
Lionfish
Massachusetts
Quincy
Salem
Salmon

MICHIGAN

Muskegon
Silversides

MISSISSIPPI

Vicksburg
Cairo

MISSOURI

St. Louis
Inaugural

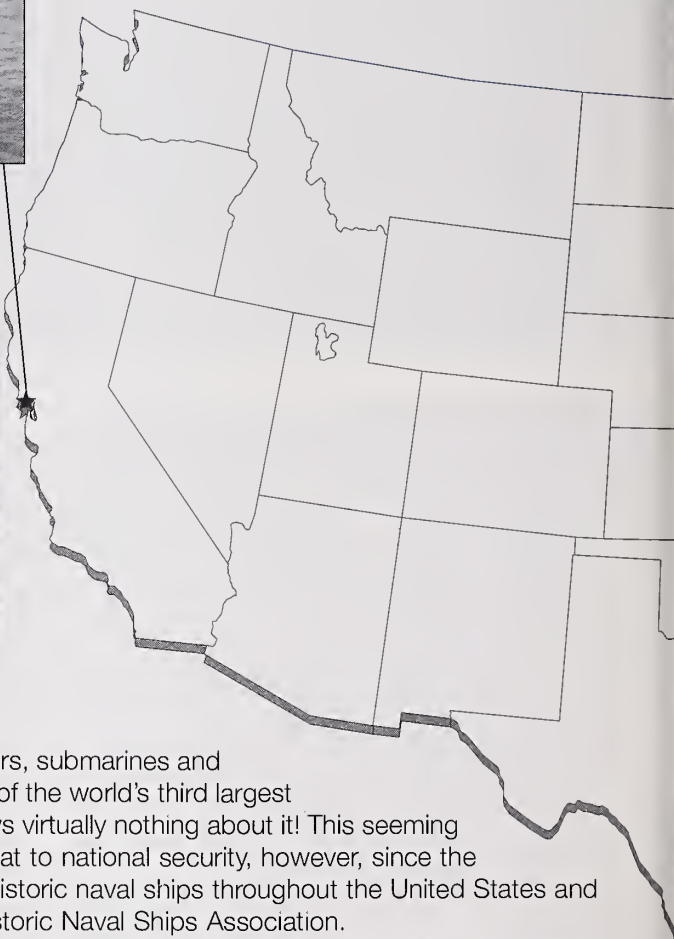
History lives aboard the Ship Museums



Jeremiah O'Brien
San Francisco



Arizona Memorial
Pearl Harbor



A growing fleet of aircraft carriers, submarines and other warships claim the title of the world's third largest Navy and the Pentagon knows virtually nothing about it! This seeming gap in naval intelligence is not a threat to national security, however, since the fleet is composed of more than 60 historic naval ships throughout the United States and Canada that are members of the Historic Naval Ships Association.

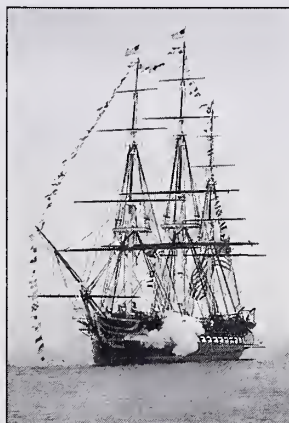
The 28-year-old association, based at the U.S. Naval Academy Museum, Annapolis, Md., promotes the preservation and exhibition of some of the most celebrated ships in history, including the frigate *Constitution*, the battleship *Texas*, the aircraft carrier *Yorktown* and the submarine *Silversides*.

According to Russell Booth, president of the association, their mission is to preserve, interpret and educate the public about the rich naval heritage of the United States and Canada.

"Most Americans and Canadians do not live near active naval bases and cannot enjoy the privilege of visiting a Navy ship," Booth explained. "To the millions of people who tour our ships each year, the vessels are not historic relics. To them, these ships are the Navy." †



Niagara
Erie, Pa.



Constitution
Boston



North Carolina
Wilmington, N.C.

Lexington
Corpus Christi, Texas



*Individuals who wish to become
members of Historic Naval Ships
Association can contact:*

**Historic Naval Ships Association
c/o U.S. Naval Academy Museum
118 Maryland Ave.
Annapolis, Md. 21402-5034**

Museums by state

NEBRASKA

Omaha
Hazard
Marlin

NEW HAMPSHIRE

Portsmouth
Albacore

NEW JERSEY

Hackensack
Ling
Paterson
Fenian Ram

NEW YORK

Buffalo
Croaker
Little Rock
The Sullivans
New York
Edson
Growler
Intrepid

NORTH CAROLINA

Kinston
CSS Neuse
Wilmington
North Carolina
Constellation

OHIO

Cleveland
Cod

OKLAHOMA

Muskogee
Batfish

PENNSYLVANIA

Erie
Brig Niagara
SS Niagara
Philadelphia
Becuna
Olympia
Pittsburgh
Requin

SOUTH CAROLINA

Mt. Pleasant
Clagamore
USCGC Ingham
Laffey
Yorktown
SS Savannah

TEXAS

Corpus Christi
Lexington
Ft. Worth
MSB 5
Galveston
Cavalla
Stewart
LaPorte
Texas

WASHINGTON

Bremerton
Turner Joy

WISCONSIN

Manitowoc
Cobra



Photo by JO1(SW/AM) Randy Navaroli

USS Enterprise Aircraft Intermediate Maintenance Department



Photo by JO1 Ron Schaefer

USS George Washington Air Department V-1 Division.



Photo by JO1 Ron Schaefer

Engineering Shop on board USS Chancellorsville (CG 62).



RM3 Joshua Clark displays his art work for USS Comstock.

Ships' Doors

Homegrown art opens portals to work spaces

Story by JO1 Ray Mooney

From a rating badge on the sleeve of your blues to the squadron insignia on the tail of a jet fighter, the Navy is big on identifying the groups to which we belong. It isn't true just of uniforms and aircraft, however. It's also evident on the doors that open to divisions and work centers throughout the fleet.

Whether it's a simple depiction of a rating or an intricate display of an idea, decorated doors introduce who or what is inside. "Other than the silver bulkhead plates that indicate which compartment it is, there's really no other indication of what's inside a space," said Radioman 3rd Class Joshua A. Clark aboard USS Comstock (LSD 45). "I guess the paintings are really just a way of notifying people what's in your space."

Clark, a Salem, Ore., native, decided to identify the radio room door when he noticed it was one of the few on board not decorated. "So I volunteered to draw the design and put it up there."

Clark's illustration is an alligator with radioman's sparks across his chest and electrical bolts coming out of his hands forming the word "Radio" above him. Behind the 'gator, an American flag and depictions of the world's land masses convey a patriotic theme.

The Navy tradition of turning simple structures into works of art dates way back, according to Chief Quartermaster (SW) R.H. Work, Comstock's navigation division officer. "If you take a look in the days of sail, they very easily could have made many parts of

USS George Washington's Food Service Office.

G-1 Ordnance Division on board USS Enterprise.

Entrance to SITE-TV aboard USS Comstock.

USS George Washington's Air Department V-2 air flask.



Photo by JO1 Ron Schaefer



Photo by JO1 Ray Mooney



Photo by JO1 Ray Mooney





Photo by JO1 Ray Mooney



Photo by JO1 Ron Schaller



Photo by JO1(SW/AM) Randy Navaroli

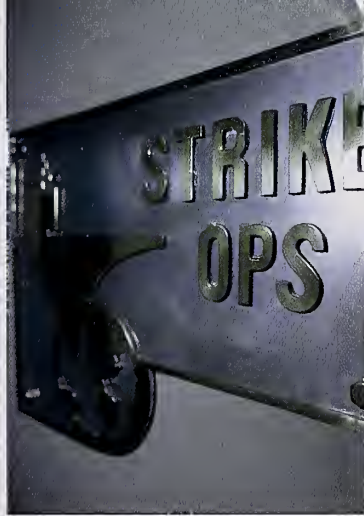


Photo by JO1(AW/SW) Randy Navaroli

USS George Washington's Navigation office.

G-1 Division on board USS Enterprise.

USS Enterprise's Strike Ops.

just plain wood, but they went to great lengths to put detail and some design into their work. Almost every ship had a figurehead representing something to do with the ship itself."

Work, a Summerville, S.C., native who is decorating the door to the navigation office with a painting of a ship's wheel and signal flags, said that nose art on aircraft and even the Army's arm badges could have contributed to the phenomenon of decorating doors on ships. "The individuals in those particular groups used the art to differentiate between divisions or ranks, just like we do here."

Whatever the origin, boredom at sea, avenue for artistic expression or simply an elaborate nameplate, decorated doors do more than just

identify who resides in a certain space — these doorway depictions build esprit de corps and unity within the division. "It brought us all closer together during WESTPAC," said Engineman 3rd Class, Stephen Wiggins, a Centre, Ala. native aboard USS *Chancellorsville* (CG 62). As part of a departmental contest, engineering's A-Division decorated their door with a duck wearing sunglasses and brandishing a wrench, the slogan beneath reading, "Whenever you need a helping hand, don't hesitate to call an engineman."

The different ratings assigned to *Chancellorsville's* engineering department decorate the door to the Central Control Station (CCS). "In this particular picture we just tried to convey the pride that we have down in engineer-

ing," said Gas Turbine System Technician (Electrical) 3rd Class Emmett E. McKinney, the artist who did the work. "When you get right down to it, all of us work together pretty well."

On the surface these decorated doors simply identify the men and women behind them, but they also issue a challenge to the division itself. "If you're just doing the bare minimum to get by, you probably don't want to bring attention to yourself," Work said. "But this act, this individual, personalized painting of the work center door attracts attention, and when you have attention your way, you have to produce." ⚓

Mooney is a San Diego-based photo-journalist for All Hands.

USS George Washington's Chief Petty Officer's mess.

Mess Deck storage locker on board USS George Washington.

USS Enterprise hangar doors.

Photo by JO1(SW/AM) Randy Navaroli

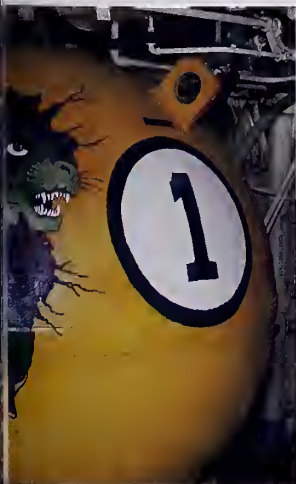


Photo by JO1 Ron Schaller



Photo by JO1 Ron Schaller

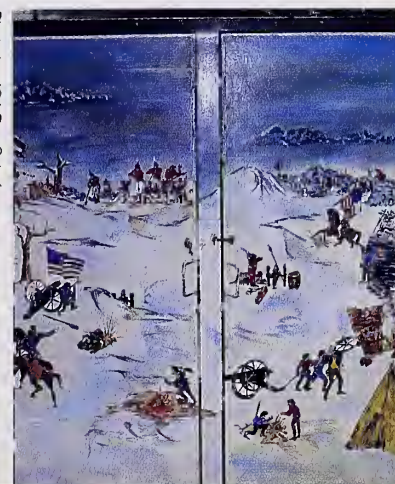


Photo by JO1 Ron Schaller



You're dropping like a meteor from the sky. Straight down. Doing the gravity dance at 120 mph. Free fall.

They call it skydiving. Most of us are able-bodied enough to do it, provided we have the guts and the financial means. Some aren't that fortunate, however, and that's where Taz drops in.

"Taz" is Aircrew Survival Equipmentman 2nd Class Ronald D. Clark. He's a parachute rigger for SEAL Team 5 at Naval Amphibious Base Coronado, San Diego, and the head tandem instructor for a civilian skydiving school at a nearby airfield. *Tandem* means he straps himself to a student and they jump together. "I take students and instruct them on how to skydive and let them experience about a minute's worth of free fall," Taz explained.

at one point as a Navy test parachutist, putting new chutes through their paces to see what they could do. "That's basically how I've been trained in the military. If you're ever out of control, don't sacrifice stability for altitude. Go ahead and pull."

But he wasn't really worried about going out of control in the first place, and after 10 jumps with people who wouldn't have been able to jump by themselves, Taz hasn't had any trouble. He attributes that to the Navy as well. "Military training has played a big part in it," he said. "I've jumped with combat equipment, a big ruck sack, oxygen equipment, an exposed weapon and you can almost put the two

Doin' the gravity dance

Story and photos by JO1 Ray Mooney

A minute's worth. Sit and stare at the clock on the wall and imagine falling while the second hand makes one long, slow sweep of the dial, while Mother Earth snatches you toward her like moms snatch babies from hot stoves.

Some of the skydiving students don't have the use of their arms or legs, but that doesn't slow Taz or the student.

"The first time someone approached me about a jump with a disabled person, I had some apprehension," Taz said. "They can't fly their own bodies, so you have to fly for them." Without control of their extremities, paraplegics or quadriplegics can't arch, that is, hold their arms and legs spread-eagled to catch the air and control the descent.

"I figured, after considerable thought, the worst thing that could happen was we would get out of control, and if I couldn't correct the problem I would go ahead and deploy my main canopy."

He learned that simple lesson in the Navy, having served



PR1 Ron "Taz" Clark (r) briefs Rob Hanshaw before a tandem skydive. Taz frequently works with disabled people who share his passion for skydiving.

together. Some of my students aren't able to fly their own bodies and combat equipment can't fly its body either. It's just one big mass you have to fly."

Taz jumps out of airplanes because he loves it. He teaches others to do it because he enjoys the camaraderie between instructor and student. And he works with those less physically gifted than himself because he hopes someone would do likewise if the fates turned against him.

"If that was to happen, I would hope that someone would take me up and jump with me because I know I couldn't jump by myself," he said. "I'm in a position where I can let someone experience something that they probably never experienced before, the actual free fall, and I would hope somebody would do the same for me." ✚

Mooney is a San Diego based photojournalist for All Hands.

2 Ronald "Taz" Clark and Rob
nshaw are strapped together
a tandem jump. Since Rob
s no use in his legs, Taz has
signed a system of straps that
nnect Rob's legs to his.





Don't Cause a Continental Divide

Story by Patricia Oladeinde, photos courtesy of Immigration and Naturalization Service

It could have been that stare you received between the oranges and the apples in the grocery store or that smirk you caught as you passed on the street. Maybe it was the way your name was pronounced by that significant other that gave you that heart-pounding, toe-tlingling, instant belief that you were madly in love. Sure this may sound a tad bit far-fetched, but you've got to admit, couples meet and fall in love in the wildest ways every day. And for Sailors stationed around the world, that fact is no different.

From port to port many lasting friendships evolve — some even lead to marriage. So what happens if you discover the love of your life on the other side of the world? More importantly, what if you want to marry, but your intended mate is not an American citizen? Where do you go from there? How does your intended spouse gain legal entry into the United States or become an American citizen?

According to Immigration and Naturalization Service (INS) officers, it's not as easy as you may think. So if you're

a Sailor who wants to marry a foreign national, don't cause a continental divide; get the facts.

In this month's issue of *All Hands*, Tonya Susaraba, Head of Immigration Naturalization Branch of Navy JAG, International Law Division, talked with staff writer Patricia Oladeinde, to answer frequently asked questions regarding immigration. Look for Part II of this series in June's edition of *All Hands*. ⚓

Oladeinde is a staff writer for All Hands magazine.

Marriage and Immigration

Q: I'm a U.S. citizen and want to marry a foreign national in his or her native country; What do I have to do?

A: For Navy members, the policy for marriage to foreign nationals is governed by the Bureau of Naval Personnel Manual and regulations issued by local area commanders. Navy members contemplating marriage to a foreign national overseas must submit an application for permission to marry to the senior area commander in the area where the alien lives. Various background checks, medical screenings and counseling will be completed on both parties prior to the application's approval. This screening is intended to make the foreign national and the U.S. citizen aware of the rights and restrictions imposed by the immigration laws of the United States and hopefully avoid a marriage to a foreign national who is precluded from entering the United States.

Q: Under what circumstances, if any,



You don't have to tell the Sailor whose mate happens to be from another country that "distance makes the heart grow fonder." You just have to tell him or her how to get the intended spouse closer.

could my foreign intended spouse be denied entry into the United States?

A: There are a number of reasons for denying an immigrant visa, including but not limited to criminal convictions, drug trafficking and infectious or contagious diseases. Some of the reasons are waivable. Contact your local INS office for further information.

Q: I'm a U.S. citizen and would like to bring a foreign national to the U.S. to marry. How do I do that?

A: You can file a petition for a fiancée visa (K-1) for your intended spouse to come to the United States. The petition must be filed with the INS office having jurisdiction over the state in which the U.S. citizen resides. A fiancée visa, like an immigrant visa, can take many months to process. Therefore, file the petition as soon as possible. Once the petition is approved, the fiancée must then apply for a visa; the petition is valid for four months from the date of approval. The marriage must take place within 90 days after the fiancée arrives in the United States.

Q: What is a "marriage of convenience?"

A: This is a marriage which is entered into solely for the purpose of gaining immigration benefits for the alien spouse. It is illegal and can result in severe criminal penalties for both spouses as well as lifetime ineligibility for U.S. immigration for the alien spouse. Service members should certainly avoid this situation.

Q: How does the foreign spouse of a service member stationed overseas gain entry into the United States?

A: Service members who are either U.S. citizens or lawful permanent resident (LPR) aliens can file an immigrant relative visa petition, INS Form I-130, together with supporting documentation, with the nearest U.S. Consulate. If the applicant is a U.S. citizen, the processing

time will vary depending upon the workload at the particular consulate, but can be expected to be completed fairly rapidly. However, since the spouse of an LPR is subject to annual quotas, the wait for an immigrant visa can exceed several years.

Don't wait one month or week before transferring back to the states to begin the necessary paperwork. This could result in a forced separation from your spouse while the petition is being processed. Contact the consulate as soon as possible after the marriage takes place.

Q: Can my spouse apply for a B-2 visitors visa to enter the U.S.?

A: In most cases, spouses and dependents of U.S. citizens and LPRs will not be issued B-2 visas because they do not meet the eligibility requirements. B-2 non-immigrant (visitor) visas are only issued to foreign nationals who wish to come to the United States for a temporary stay not to exceed six months. To be eligible for this type of visa, applicants must establish an "intent to return" to their native country. B-2 visas, therefore, are not issued to applicants who have an immigrant petition pending with the INS under another category. However, exceptions are made for spouses of nonresident Filipino service members who enlisted in the Philippines.

Under no circumstances should the spouse of a nonresident service member, who has entered the United States on a B-2 visa or is in a voluntary departure status, leave the United States without first discussing his or her departure and chance of re-entry with the local INS office.

Q: What if I'm transferred to the United States before my spouse receives a visa to join me.

A: Unfortunately, your spouse will not be allowed to enter the United States until a visa becomes available.

Immigration and Naturalization Service Extends Validity of the Old I-151 "Green Card" until March 1996

U.S. Immigration and Naturalization Service announced it is extending for one year, until March 20, 1996, the validity of Form I-151 green cards issued to lawful permanent residents prior to 1979.

The purpose of this extension is to ensure that those lawful permanent residents who have applied for the new I-551 counterfeit-resistant green card maintain acceptable identification while awaiting receipt of their new cards. If you did not apply by the March 20, 1995, deadline, you still have time. However, INS cannot guarantee that delinquent applicants will receive their replacement cards before the one-year extension expires on March 20, 1996. INS Commissioner Doris Meissner said, "The INS will continue to honor the old I-151 card until March 20, 1996, to avoid confusion about employment rights, entitlement benefits and eligibility or reentry into the United States by those lawful permanent residents who have not yet received their new cards."

INS regulations require that lawful permanent residents, still holding a Form I-151 card and who wish to maintain valid evidence of their status after March 20, 1996, must file a completed Form I-90 application for a new Form I-551 card, along with a \$75 filing fee, in person at the nearest INS District Office. Applicants who cannot afford the \$75 fee may request a waiver, and elderly and disabled persons unable to travel to an INS office may ask for special assistance. For more information, call INS toll-free at 1-800-755-0777.

Why isn't the "green card" green?

What we know as a "green card" came in a variety of different colors at different times in its history. We still refer to them as "green cards" for the same reason dismissal notices are called "pink slips," sensationalized news is called "yellow journalism," and intended distractions are called "red herrings." In each case, an idea was originally associated with an actual item of the respective color. A lawful permanent resident (LPR) alien living in the United States may carry a card that is not green, but refers to it as a "green card." The alien does so because the card bestows benefits, and these benefits came into being at a time when the card was actually green.

Cleaning up the mess

Things didn't go quite the way they were supposed to and now you need help. If your problem falls within any or these areas, call your legal assistance office at once. Failure to do so may cause unnecessary separation from your spouse or career.

- ★ You brought your intended spouse over on a fiancée visa and didn't get married within the 90-day time frame.
- ★ You brought your intended spouse over on a visa and got married without INS or your command's knowledge.
- ★ You brought your intended spouse over but decided not to get married.
- ★ Your spouse came over on one type of visa and it has expired.
- ★ Your intended spouse was granted a visa but has since been denied permanent status due to a background check.

U.S. Department of Justice/Immigration and Naturalization Service: Recorded message of information on visas, passports, family fairness policy, permanent residency status, etc., call (202) 514-4316



Immigration-Related Unfair Employment Practices Hotline: To report employment problems call (800) 255-7688

Amnesty Program/Legislation General Information To find out information regarding the process to request amnesty or become a legal immigrant call (212) 633-4200 or write the Refugee Office, 560 Sansome St., Suite 615, San Francisco, Calif. 94111.

Immigration and Children

Q: What are the rules for obtaining citizenship through birth?

A: A person born in the U.S. automatically becomes a U.S. citizen. This is true even if the parents illegally entered the U.S. and are not U.S. citizens.

Births taking place outside of the United States and its possessions are handled differently, according to whether one or both parents are U.S. citizens. If both parents are U.S. citizens, the child is a U.S. citizen as long as either parent resided in the United States, or its possessions, at any time before the child's birth. If only one parent is a U.S. citizen, the child is a U.S. citizen if that parent lived in the United States, or its possessions, for at least five years – at least two years of which occurred after reaching 14 years of age.

Parents of children born outside the United States and its possessions



should obtain a Report of Birth Abroad of a Citizen of the U.S. (FS-240) and a U.S. passport for the child from the nearest U.S. Consul. Or, after returning to the United States, obtain a Certificate of Citizenship from INS after returning to the United States.

Overseas births outside of marriage obviously make U.S. citizenship questions more complicated. Check with the nearest U.S. Consul or your legal assistance officer for help in determining the citizenship status of a child.

Q: What if my child was born in a local hospital not affiliated with the military or United States, or a child is born while visiting another country?

A: There is no difference if your child is born in the base hospital or in the local

hospital; a report of birth abroad should be reported to the nearest U.S. Consul.

Q: Can my child have dual citizenship?

A: Many U.S. citizens, particularly those born abroad, also have dual nationality and are unaware of this fact. The dual nationality of children has important consequences to the military family, particularly in cases of parental child abduction and military service requirements.

Dual citizenship is a complex issue. Each country has its own rules on acquiring and losing citizenship, and one should check into the laws of his or her own country before acquiring U.S. citizenship.

There is nothing in U.S. law that prevents a foreign national who acquires U.S. citizenship from retaining foreign citizenship. However, there are certain circum-

stances (such as foreign military service) under which a dual citizen may lose U.S. citizenship through expatriation; but this, again, is a complex issue.

Q: What types of military benefits are my children and intended spouse entitled to while waiting for a status report from INS?

A: If the couple is married and one is waiting for status, he/she is entitled to the same benefits as any Navy spouse, e.g., ID cards, health benefits, commissary privileges, etc. ‡



Thanks for being there

You aren't out there alone. In addition to your chain of command, there are many organizations that provide support to Sailors and their families. These groups go an extra mile to enhance the well-being of those people who have served and continue to serve in the sea services of our nation.

The next time you see the folks from these organizations, say, "Thanks, Shipmate!"



NCOA photo

YN1(AW) George N. Taylor III, Sailor of the Quarter at Naval Station Annapolis, Md., receives a plaque from Randy Mix of the NCOA. Taylor went on to become Sailor of the Year for Naval District Washington.

Who do you call?

If you know of other organizations in your area that help the Navy, don't forget to tell them, "Thanks!"

American Legion
1608 K St., NW
Washington, D.C. 20006
(202) 861-2730

American Veterans
4647 Forbes Blvd.
Lanham, Md. 20706-9600
(301) 459-9000

Association of Naval Aviation
5205 Leesburg Pike, Suite 200
Falls Church, Va. 22041
(703) 998-7738

Association of Naval Services Officers
P.O. Box 23552
Washington, D.C. 20026
(703) 696-4861

Bluejackets Association
38933 Delaney Road
Wadsworth, Ill. 60083
(703) 830-4962

Fleet Reserve Association
125 N. West St.
Alexandria, Va. 22314-2734
(703) 683-1400

Marine Corps League
P.O. Box 370
Merrifield, Va. 22116-0370
(703) 207-9588

Marine Corps Reserve Officers Association
201 North Washington St., Suite 208
Alexandria, Va. 22314
(703) 548-7607

National Naval Officers Association
40 Lake Edge Drive
Euclid, Ohio 44123
(703) 697-8644

Naval Enlisted Reserve Association
6935 North 26th St.
Falls Church, Va. 22046
(703) 534-1329

Armed Services YMCAs help Sailors

Step through the door of an Armed Services YMCA and you find a home away from home, friends who welcome you like family.

It's been that way for more than 85 years, since the Spanish-American War, when YMCA staff provided recreation to young Sailors onboard ship.

Offering a full range of emergency, social services, recreation, education and child care programs, at no cost or very low cost, the ASYMCA works closely with local military and community leaders to provide what sailors need, when they need it most, particularly the Sailor, E-5 and below, and their families.

"The Armed Services YMCA exists to supplement, to complement, all the great work the CNO, ADM Mike Boorda, and the Navy are doing to improve quality of life for our Sailors and their families," said retired RADM Frank Gallo, former Deputy Chief of Naval Personnel and the first retired career military officer to lead the privately funded charity.

"Last year we successfully responded to more than 550,000 requests, militarywide, and we intend to do more in 1995."

The ASYMCA operates 14 major branches and more than 50 program sites, on or near military bases nationwide. More than 80 percent of its \$12.5 million annual budget is spent

directly on program support. It also encourages more than 2,000 community YMCAs to meet needs of military members and their families.

ASYMCAs and affiliates serving the Navy are located at Norfolk; San Diego; Honolulu, Hawaii; Bremerton and Whidbey Island, Wash.; Newport, R.I.; Great Lakes, Ill.; and Jacksonville, Fla.

For more information, write: ASYMCA, HQ Suite 215, 6225 Brandon Ave., Springfield, Va. 22150-2510 or call (703) 866-1260.



ASYMCA photo

Naval Order of the United States
120 Taylor Road
Tiburon, Calif. 94920
(703) 323-1673 (Jim Brooke)

Naval Reserve Association
1519 King St.
Alexandria, Va. 22314
(703) 548-5800

Naval Submarine League
P.O. Box 1146
Annandale, Va. 22008

Navy Club of the United States of America
P.O. Box 1306
Lockport, N.Y. 14095-1306
(716) 433-3387

Navy League of the United States
2300 Wilson Blvd.
Arlington, Va. 22201
(703) 528-1775

Navy Wives Clubs of America
4388 Water Briar Road
Millington, Tenn. 38053-2258
(901) 872-2269

Non Commissioned Officers Association
225 N. Washington St.
Alexandria, Va. 22314
(703) 549-0311

Reserve Officers Assoc. of the United States
One Constitution Ave., N.E.
Washington, D.C. 20036-5624
(202) 479-2200

The Retired Officers Association
201 North Washington St.
Alexandria, Va. 22314
(703) 549-2311

Surface Navy Association
7205 Burtonwood Drive
Alexandria, Va. 22307
(703) 765-7447

United Service Organizations, Inc.
601 Indiana Ave., N.W.
Washington, D.C. 20004
(202) 783-8121

U.S. Navy Memorial Foundation
701 Pennsylvania Ave., N.W., Suite 123
Washington, D.C. 20004-2604
(202) 737-2300

Veterans of Foreign Wars
200 Maryland Ave., N.E.
Washington, D.C. 20002
(202) 543-2239

Wifeline Association
Washington Navy Yard, Bldg. 172
901 M Street S.E.
Washington, D.C. 20374-5067

Women Marines Association
36 S. Broadway, Apt 68
Nyack, N.Y. 10911
(703) 920-0530



Emergency Situations

Story by Rae Mack

Breakdown

Vehicle failures that leave drivers stranded are a common sight. Equipment can sometimes fail without warning. If you must stop, follow these procedures:

- Stop at a safe place, with all wheels well off the road. If you can't immediately pull off at a safe place, continue driving or coast until you reach a place to pull off.

Once you have stopped safely, turn on your emergency flashers.

- Get all passengers out of the car on the side away

from traffic.

- To indicate you need help, tie a white cloth to the antenna or door handle and raise your hood or trunk lid.

- Do not walk for help if you are on an expressway.

- If you are alone, don't open the car door for people offering help. Crack the window and ask them to call for help at the nearest phone. If the person who stops is a police officer, ask him or her for identification before you open the door.

Sticking gas pedal

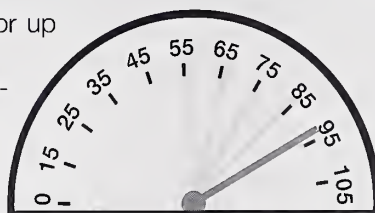
This is one of the easiest emergencies to remedy:

- Keep your eyes on the road.

- If you have time, lightly tap the accelerator pedal a few times to see if it returns to normal.

- If tapping fails, try pulling the accelerator up with the toe of your shoe.

If you still can't get it unstuck, shift into neutral or press down on the clutch. Leave the motor running. Don't turn off the ignition. You may lock your steering wheel and lose power steering and power brakes. The engine will race while you pull off and stop.



Tire blowouts

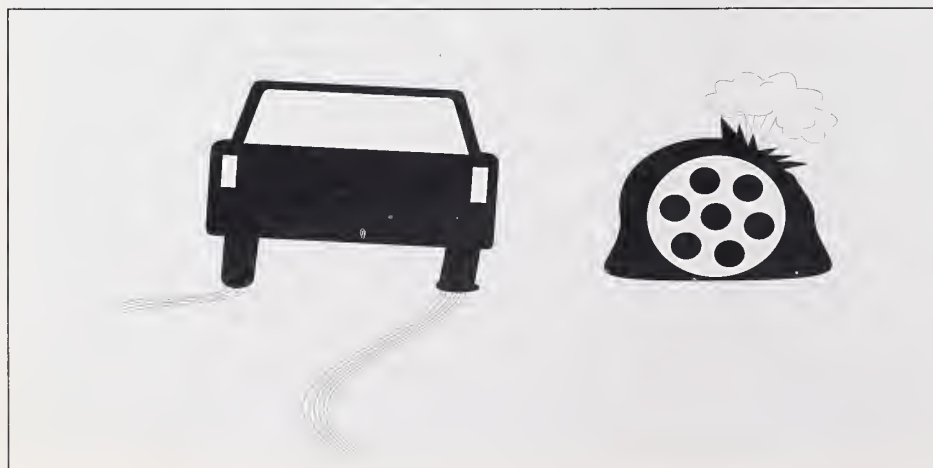
Blowouts are unexpected, and the driver's natural response is to slam on the brakes. That's about the worst possible reaction, because a sudden change in speed can throw the car into a skid. Here's what you should do instead:

- Don't panic; concentrate on steering instead.

- Hold the steering wheel tightly, and keep the car going straight down the road.

- Ease your foot off the gas pedal, but don't apply the brakes until you have complete control.

- After the car is under control, brake gently and pull off the road at the nearest safe spot.





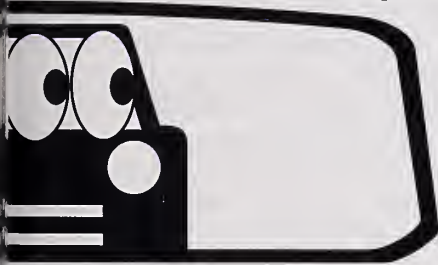
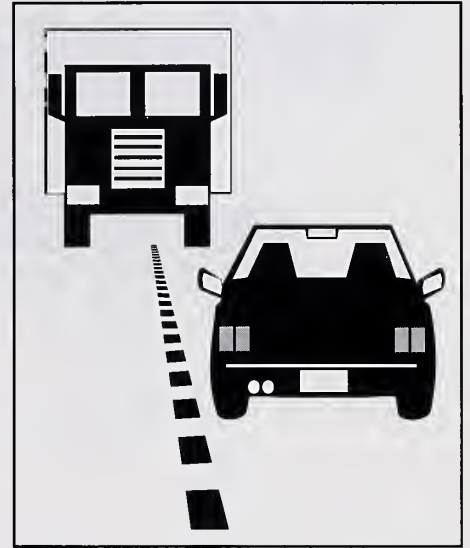
You have to know what to do before an emergency. For instance, you can't consult a manual while trying to control your car when a tire blows out.

In an emergency, you have only a fraction of a second to make the right move. Your skills, knowledge and experience all have to come into play instantly. You have to know what to do before the emergency. Here are some emergency situations you may encounter on the road and ways to handle or avoid them.

Oncoming car in your lane

If you are threatened with a head-on crash and have some time, use these tactics:

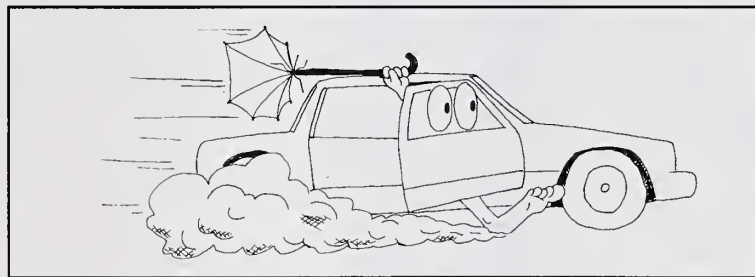
- Slow down as much as possible and try to warn the other driver by flashing your headlights and blowing your horn.
- Pull to the right as far as possible - even onto the shoulder. If you must take to a ditch, try to hit bushes or something that will soften the impact. Don't go left, since there's always a chance the other driver will recover and hit you broadside.
- If you can't avoid a collision, try to steer your vehicle so you strike the other vehicle at an angle that will push you apart. Anything is better than a head-on crash.



Threat of a rear-end collision

If you're stopped at an intersection and see another car approaching fast from the rear, you can take two actions:

- If the way is clear, try to pull forward. It will reduce the impact and give the other car more chance to stop.
- If a crash can't be avoided, brace yourself and release your brake an instant before being hit. The car will move and reduce the impact. Immediately afterward, hit your brakes to regain control, as quickly as possible.



Brake failure

If your brakes fail, follow this procedure immediately:

- Normally, you should pump the brake pedal hard and fast. This may activate the brakes enough to slow you down or stop you. However, if you have power disc brakes, don't pump the brake pedal. Simply apply slow pressure.
- Shift to a lower gear.
- Apply the parking brake gradually, but be ready to release the brake if you go into a skid.
- If none of these steps work, look for something to slow you down or an open space to use as an escape route.
- Once you've stopped, get help. Don't drive your vehicle again until the brakes are repaired.
- When you apply continuous, steady pressure on the brakes they may fail from overheating. To avoid this, use a lower gear to slow your vehicle.

Mack is the editor of Safetyline, Norfolk.

Where the rubber meets the road

Tire facts that could save your life



Navy men and women generally rack up about 15,000 miles a year in their personal autos traveling to and from the job, on leave and while executing orders.

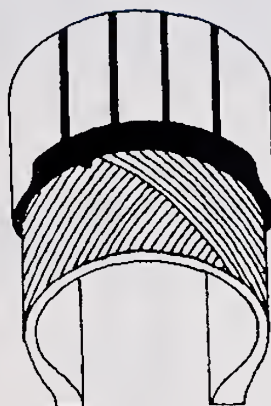
A lot of thought is normally given to the maintenance and care of one's vehicle to avoid breakdowns and accidents. However, when it comes to tires, most of us are prone to give them merely a passing glance, along with a kick or two. Tire care demands much more.

A tread wear indicator takes the guesswork out of tire maintenance; if they're showing (flat bands across a tire's surface) it means the tire is worn to 1/16 of an inch. It's time, then, to replace the tire or tires.

There's still the "penny test," an older means of checking tire wear. Place a penny into a groove of the tire with Lincoln's head down. If the top of Lincoln's head shows above the tread, the tire is worn below the minimum requirement. Tires with tread wear indicators showing and those flunking the penny test greatly increase your chances of having a serious accident. In fact, such tires worn past the 1/16-inch level are more likely to go flat or blow out than new tires.

On wet roads, tires with adequate tread depth funnel water through the grooves, leaving rubber in contact with the road. On the other hand, bald or worn tires with shallow grooves are more likely to skim over the water or hydroplane, causing the driver to lose control. It becomes difficult, if not impossible, to control a car's direction when the front end loses contact with the road.

Basically, there are three types of tires — the bias ply, belted ply and radial. The bias is the conventional tire which has

Bias Ply**Belted Bias****Radial**

been around since the 1920s. The design provides rigidity in both the sidewall and tread, but bias tires squirm more and tend to run hotter than the belted bias or the radial.

The belted ply construction provides a sidewall stiffness similar to the bias tire, with increased strength and stiffness in the tread. The belted ply tire squirms less than the bias tire, runs cooler and gives more mileage.

The radial tire has great stiffness and strength in the tread area. In some radials the belts are made of steel — in others, fiberglass or rayon. The radial, like the belted bias, has minimum squirm, runs cool and provides long wear.

According to the tire industry, radial tires reduce gasoline consumption significantly. In addition they provide better traction and cornering.

Various types of blowout- and puncture-resistant tires are on the market. Some have a steel safety belt underneath the tread. Some have an inner tire separated from the main body of the tire by an air space. Others use a sealant to prevent the escape of air because of a puncture.

In some of these “premium” tires there is a tendency to increase heat buildup; some others are difficult to balance satisfactorily.

In a puncture, an object penetrates the tires and permits the air to escape, usually without doing extensive damage to the body of the tire. If the tire is run while flat, it will

probably be destroyed. Even a piece of wire or a sliver of glass can produce a slow leak which eventually causes a flat. Such leaks should be repaired as quickly as possible.

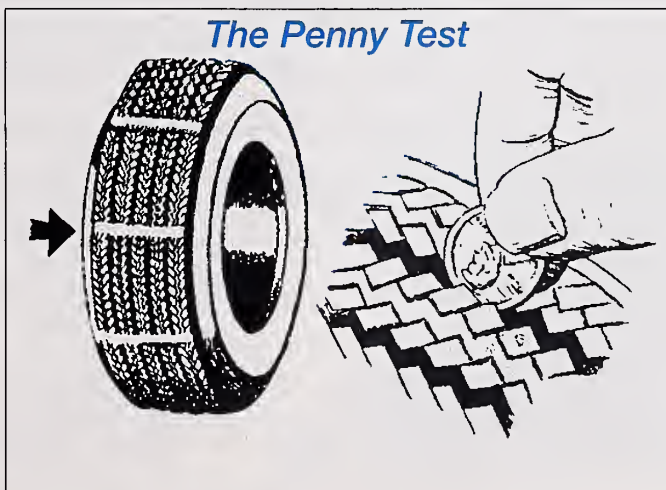
In a blowout, however, the cord gives way and the tire suddenly deflates. Most tires are not reusable following blowouts. A blowout may be caused by a slow weakening of the cord as a result of flexing, or by impacts with rocks, potholes or curbs. Blowouts are especially dangerous if they occur at high speed or on a curve. A blowout on a front tire produces a hard, steady pull, while on the rear, it causes a dangerous weaving motion.

Experts do not normally recommend mixing different types of tires on your car. Mixing them may cause the car's handling characteristics to change and lead to dangerous situations.

If you use radials, they should be on all four wheels unless the tire manufacturer specifically states differently. Belted bias should be used on all four wheels also, but may be mixed with plain bias tires. In this case, the belted bias should be on the rear and the bias on the front. Never use different types of tires on the same axle.

There are many things you can do to prolong the life of your tires. One of the most important, and easiest, is to keep them properly inflated.

Under-inflated tires tend to

The Penny Test

flex too much and run too hot, thus reducing their life. They also take a concave shape on the road surface which causes the edge tread to wear faster than center tread. On the other hand, over-inflation causes the tire to take a convex shape and wear the center tread faster than at the edges.

Tire pressure should be checked at least once a month - and don't forget the spare while you're at it. Follow the recommended pressures given in your owner's manual, and make the checks before you set out - while the tires are still cool.

Tire rotation should also be a regular part of tire maintenance. In city driving, front tires tend to wear faster due to cornering; highway driving is harder on rear tires. Rotating them about every 5,000 miles distributes this wear more evenly and gives you more mileage out of the whole set. Again, consult your owner's manual for frequency and methods of rotation for your car and the type of tires used.

The mechanical condition of your car, particularly of the front end, can also affect tire life.

- If your front end is out of alignment your tires will toe in, causing tread wear on the outside edge, or toe out, causing wear on the inside tread.

- Brakes which are poorly adjusted or which grab can cause tires to wear unevenly. An out-of-round brake drum can cause tread to wear quickly at one spot on the tire.

Unbalanced wheels vibrate and add to tire wear. All four tires should be balanced, especially if your car has independent suspension. Vibration and resulting tire wear are also caused by worn wheel bearings, worn shocks, loose tie rods or wobbly wheels.

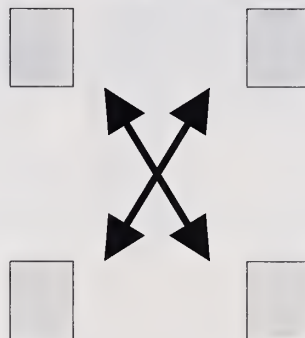
If uneven or excessive wear shows up on any one of your tires, have your car inspected. Tires are among the most expensive items on your car.

Choosing the proper tires and maintaining them properly will save you money in replacement, repair and gas mileage. It may also save your life.

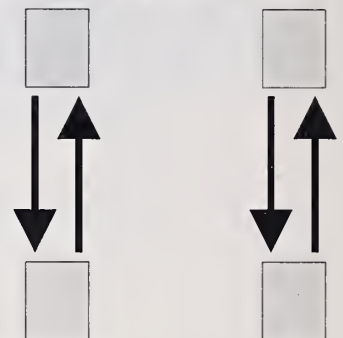
Rotation Pattern Options

All Vehicles

Front of car

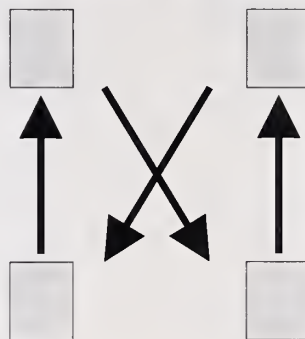


Front of car



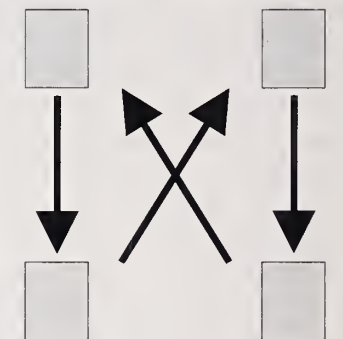
Rear- and 4-Wheel-Drive Vehicles

Front of car



Front-Wheel-Drive Vehicles

Front of car

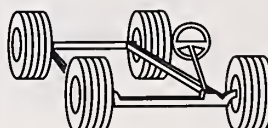


For these rotation patterns, do not mix radial and non-radial tires. Do not include a "Temporary Use Only" spare in these rotation patterns.

ALL FOUR TIRES SAME SIZE, SAME TYPE ON SAME VEHICLE

(Radial or Non-Radial)

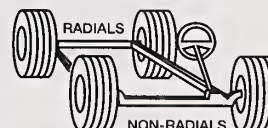
(Front-, Rear-, or 4-Wheel-Drive)



RADIALS AND NON-RADIALS ON SAME VEHICLE

(Front- or Rear-Wheel-Drive)

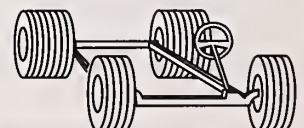
> Same size and type on axle.
> Radials on rear axle, non-radials on front axle.



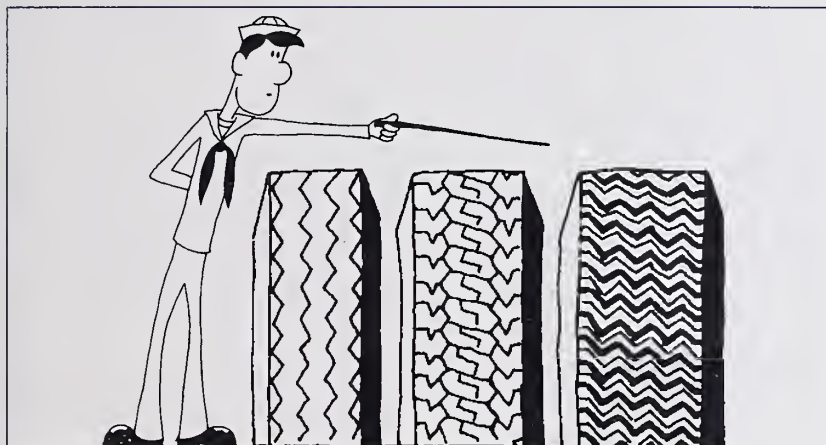
DIFFERENT SERIES (PROFILE) ON SAME VEHICLE

(Front- or Rear-Wheel-Drive)

> Same size and type on an axle.
> Place the lower series (profile) tires on rear.



Selecting the right tires for your car



There are three principles you should keep in mind when buying tires:

- Choose a tire strong enough for the minimum load you intend to carry, over the roads you intend to use.
- Choose a tire that remains stable through curves and corners at maximum speeds you intend to drive.
- Choose tires that give the best performance under the combination of circumstances you expect to encounter while driving your car.

Tires take a terrific beating at today's high speeds, even on the best roads. Hitting stones, potholes or uneven joints in the pavement at 55 mph causes a tremendous strain on tire cords and can lead to a blowout.

Choosing for circumstances means you must get a tire for your kind of driving. Do you take long trips at interstate highway speeds, or is most of your driving done around town? Do you expect to drive in deep snow, slush or ice, or is most of your driving done on clear, dry streets? Different tires are designed for different circumstances that you should keep in mind when buying.

With all these variables and all the different choices

available, the question is: Which tire should I buy? The best thing to do is let a reputable tire dealer help you.

Once you've bought the tires you feel are right you'll have to treat them properly to get maximum wear and safety from them.

Nearly every motorist knows that new tires – either the first set on a new car or a replacement set on an older car – should be broken in by staying under 60 miles per hour for the first (or next) 50 miles. But did you know that the same procedure – not more than 60 mph for 50 miles – should be followed when a new spare tire is first used on the road?

To receive your free booklet

on Tire Safety write to:

Tire Industry Safety Council

P.O. Box 3147

Medina, Ohio 44258

Bearings

Corpsman named Armed Forces Female Athlete of the Year

Hospital Corpsman 1st Class Elizabeth Evans was recently honored as the Navy and Armed Forces Female Athlete of the Year in a ceremony at the National Press Club, Washington, D.C. She will represent the United States at the upcoming 1995 Pan American Games.

Evans, who was recognized for her accomplishments in tae kwon do, said hard work and dedication are key elements to becoming a champion. "To attain success in sports or anything else you want to accomplish, all you need to do is set a goal, stay focused and go for it."

Evans is the 1994 United States National tae kwon do champion in her weight class.

A tremendous work ethic has helped Evans become a champion.

"This sport gives me a chance to push myself to the limit," she said. "The workouts are my favorite part — they're so difficult, intense and challenging that they make the competitive events seem anti-climatic."

Evans has her eyes set on an Olympic Gold Medal and has a vision to promote tae kwon do in the Navy. Currently, there isn't an organized tae kwon do team in the Navy. Evans hopes to spur increased interest and get one established.

Evans' rise to excellence has been rapid. She became interested in tae kwon do when her husband taught her a few kicks in 1987. "It's great to see someone that you got into the sport reach this level of achievement," said her husband and coach Troy Evans, a hospital corpsman in the



HM1 Elizabeth Evans was recently named Armed Forces Athlete of the Year. A member of the U.S. National Tae Kwon Do Team, Evans ranked No. 1 in the lightweight division.

Navy Reserve.

"What I've learned in the Navy has given me an advantage over my civilian competition," said the champion.

"Tae kwon do is very structured, with a specific rank structure and order. My Navy experiences have really helped." The discipline, the ability to get up early in the morning and train, and command support are all important elements of her success. ‡



Story by JO2 Kathryn Henry and photos by PH2 Craig Peterson. Both are assigned to Naval Submarine Base, Bangor, Wash.

Navy reservist brings eye care to remote islands

Some native Alaskans are seeing things a little more clearly thanks to a recent visit from CDR W. Mark Potampa, a Seattle ophthalmologist and Navy reservist.

Potampa joined the crew of USCGC *Storis* for a humanitarian visit to the remote Pribilof Islands of St. George and St. Paul in the Bering Sea. He treated about 150 patients — about 15 percent of the islands' residents — free of charge during the cutter's six-day stay.

There are no vision services on the islands and residents usually must wait for infrequent visits from a visiting Indian Health Services optometrist or travel to Anchorage, Alaska. Potampa's patients were able to purchase their eyeglass prescriptions by mail at



CDR W. Mark Potampa, a Seattle ophthalmologist, treats an Alaskan patient in the remote Pribilof Islands in the Bering Sea where eye care is not easily accessible.

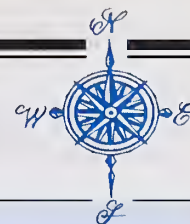
a substantial discount thanks to arrangements he made with a Spokane, Wash., optical store prior to making the trip.

Storis brought more than good eye

care to the islands. Coast Guardsmen completed several other humanitarian service projects. On St. George, they painted the community priest's house, which had been vacant and deteriorating for 12 years. They also completed electrical work in the island's clinic.

On St. Paul, *Storis* crew members joined a community beach cleanup in the seal rookeries. The cleanup filled two trailers with debris from the beaches. The crew also rebuilt several fences in St. Paul, including one around the cemetery that had fallen victim to weather and vandalism. ‡

PA2 Marsha Klein is assigned to U.S. Coast Guard Public Affairs Detachment, Kodiak, Alaska.



Native American CPO retires with traditional Chippewa honors

The smoke of a peace pipe curls around a ceremonial circle. Four men pound a single, wide drum in deep stomach-pulsing unison. Together, the Native Americans lift up their voices in a high wailing chant. They ask the spirits to bless those present and honor one of their own, Chief Ocean Systems Technician (Analyst) Dianna Goodsky.

Goodsky, a Native American, was given a very unusual retirement ceremony recently in Dam Neck, Va., when family and tribal members of the Bois Forte Band of Chippewa Indians, came from Nett Lake, Minn., and other parts of the United States and Canada to honor her with tribal song and dance.

The retirement ceremony was one of many contrasts, with Goodsky serving as the cultural bridge between the Sailors and officers in service

dress blue uniforms and Native Americans dressed in colorfully embroidered, beaded and feathered ceremonial regalia. The mood of the ceremony shifted between ancient Native American songs and music to the patriotic parade and pomp of the U.S. Atlantic Fleet Navy band.

"Native Americans are very proud of their members who serve in the military," said Jerome Whiteman, the Bois Forte Band Tribal Counsel representative. "The tribe sponsored the family, singers and dancers to be here. Dianna Goodsky is the first woman from Nett Lake to retire from the military."

At the age of 18, Goodsky felt a need to get away and travel. She recalled an experience in Great Lakes, Ill., where her dad was stationed with the Navy, that made a big impression on what her future goal would be.

"I was in seventh grade and riding in a car when I saw this woman in her summer white Navy uniform. She was walking tall and proud with her head up and I remembered wanting to be like that. When I saw her, I literally turned around in the car to keep watching her until I couldn't see her anymore. That image stayed with me," Goodsky said.

At the retirement ceremony, Goodsky was presented with her second Navy Commendation Medal for being a driving force in the consolidation of the undersea surveillance community. She received



two U.S. flags, one flown over her former duty station in Brawdy, Wales, and the other, flown over NATO headquarters.

Her father presented her with a medallion made of porcupine quills and a clutch of eagle feathers from the tribe to signify her accomplishments in the military and to help guide her in the ways of the spirit. One of the eagle feathers was white. Within the Native American community, a white feather is considered the highest honor. ⚓

JO1 Annabelle St. Germain and Alexander C. Hicks Jr. are assigned to the Navy Public Affairs Center, Norfolk.



Bearings

USS *Underwood* celebrates Grenada's independence

The Sailors of USS *Underwood* (FFG 36) recently helped the people of Grenada celebrate the Caribbean nation's 21st Independence Day marking the day the British "Union Jack" was lowered and the flag of the Independent State of Grenada was raised for the first time.

"It's an honor to represent the U.S. in such an historic event as Grenada's Independence Day," said CDR Victor G. Guillory, *Underwood*'s commanding officer.

Crew members marched in the celebration parade in the city of St. George. "It was really exciting," said Quartermaster 3rd Class Michael Potts. "The island was beautiful, the people were nice and we got to march side-by-side with the Grenadan military forces. I had never done anything like that before."

In 1983 U.S. forces overthrew Cuban-backed revolutionaries who



Sailors from USS *Underwood* mark the 21st anniversary of Grenada's independence from Britain. The ship and crew participated in a parade and other Grenadan Independence Day events during a port visit to the Caribbean nation.

had seized control of Grenada.

Many local citizens were grateful to U.S. service members. "We're very happy to have the U.S. Navy here," said James Bishop, owner of a Grenadan water taxi. "I was only 13 when the Americans fought for us here

in Grenada and I was very happy to see them back then."

One *Underwood* Sailor was part of that operation. "This visit certainly is more joyous than my last one," said Chief Aviation Structural Mechanic (Hydraulics) (AW) Richard Peavy, who then was assigned to a helicopter detachment aboard USS *Moosbrugger* (DD 980).

"We were here from the beginning of the invasion to the end accepting wounded onto our ship to await further transfer to USS *Saratoga* (CV 60). I saw a lot of tragic events back then. I'm proud to have been a part of the invasion that freed these people from the Cuban-backed regime that was trying to take over." †

Story and photos by JO2 Timothy Birchard who is assigned to Commander, Fleet Air Wing Caribbean.

Swimmer snared from turbulent seas

Consider being dragged in by the suction created by a turning 13-foot submarine propeller such as the one on USS *Batfish* (SSN 689), then hurtling down a river's white water rapids through a rugged canyon.

This is the scene that *Seahawk* helicopter pilot CDR Jim Thompson and his crew saw over exceptionally rough Caribbean waters near the Island of Vieques.

A swimmer aboard *Batfish* was standing by on the deck of the sub, when a powerful wave broke over the stern. "The force caught him up, broke his retaining strap and thrust him overboard," Thompson said.

The swimmer had severely injured his knee when he struck metal and his ability to swim was restricted.

The Sailor struggled astern of the sub when he got caught up in the engine's draw and was sucked toward the propeller less than 50 feet away.

Air crewman and rescue swimmer Aviation Systems Warfare Operator 3rd Class Rafael Garcia was briefed not to disengage from the cable during the rescue.

"I could (have lost) Garcia as well as the stricken Sailor," Thompson said.

Garcia made repeated attempts to grab the victim, but the erratic waters didn't allow for an easy rescue.

Garcia would close in on the Sailor, and rough water would flip him out of reach. Finally, the air crewman snared the injured Sailor, who was lowered to safety and treated aboard *Batfish*.

"I just did what I was trained to do, but I'll never forget the sight of that



U.S. Navy photo

Stormy seas lash Sailors and USS *Batfish* after an HS-3 helicopter crew saved a foundering submariner who was torn from the hull and dragged toward the sub's propeller.

injured Sailor or all the noise of the storm, the sea, the helicopter engines and the prop of that submarine," said Garcia. "He was injured and couldn't save himself. I did my job." †

Story by Frank Geary, an associate writer for the Jax Air News.



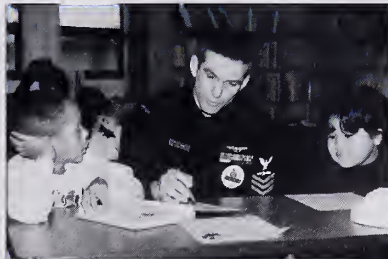
Moffett Field Sailors make a difference

Sailors from Naval Air Reserve (NAVAIRRES) Santa Clara at Moffett Field, Calif., are going back to school — way back. They're going to elementary school as part of the NAVAIRRES Personal Excellence Program.

These Sailors are hitting the classrooms at nearby Whisman Elementary to strengthen education and citizenship skills of the children there and serve as positive role models. With "Believe, Achieve, Succeed" as their motto, they assist in the classroom.

"It's important to have this kind of interaction," said Eleanor Yick, Whisman Elementary principal. "The students learn more if there is someone listening and helping them to read. The learning is also doubled if the person listening is a role model, such as people in uniform."

The program targets first, second, and third grade students at Whisman.

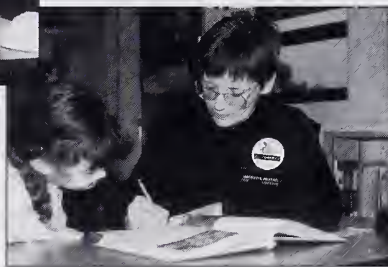


"Children are like sponges. They absorb everything they're exposed to, and in today's world, we don't give them the credit they're due," said Yeoman 1st Class Priscilla Rayson.

The Sailors said they enjoyed the experience as much as the students. "I really got a good feeling helping the students with their reading," said Aviation Electrician's Mate 1st Class Kurt Sperry. "It was rewarding." Aviation Structural Mechanic 1st Class Mike Pope had a personal reason for volunteering. "I wanted to

◀ AME1 Mike Pope tutors elementary school students Desmond Coleman and Adrian Orosco with their math lesson.

▼ YN1 Marrietta Pomeroy helps Monique Shimak with an English assignment.



get involved in my daughter's school," he said.

"Whisman has 340 students with 27 to 29 students per class. So, the

opportunity for big brothers and sisters is important," said Yick. "Future visits to the school will be on a weekly basis. The students benefit by having someone they look up to, listen to them and help them read." †

Story and photos by JO2 James D. Berry, assigned to Naval Air Reserve Santa Clara, Moffett Field, Calif.

Iowa mayors can do

America's best and brightest have often responded to the call of the armed forces, especially when others are in need. Two cities in Iowa recently sent their best to help the Navy. They sent their mayors.

Mayor Benjamin Dewitt of Shell Rock and Mayor Larry Litterer of Dougherty put aside their bureaucratic duties and donned the camouflage uniforms of Navy Seabees.

As part of their annual reserve training, Chief Equipment Operator Dewitt and Construction Mechanic 2nd Class Litterer spent 17 days working with Naval Mobile Construction Battalion (NMCB) 4 in Puerto Rico. The bulk of NMCB 4's Seabees are working at the U.S. base in

Guantanamo Bay, Cuba, improving the living conditions of more than 30,000 Cuban migrants. Reservists, including the two mayors, filled in at Naval Station Roosevelt Roads by handling the duties their active-duty counterparts would normally perform.

Dewitt led a construction crew in finishing a patrol road at the naval station while Litterer kept busy with the mountainous task of maintaining much of NMCB 4's heavy construction equipment.

"It's been a pleasure working here with NMCB 4," said Dewitt. "They've been very supportive and we felt a great sense of accomplishment — I've certainly been 'More with Four,'" he said referring to the battalion's motto. †



Mayors Benjamin Dewitt and Larry Litterer put aside their elected duties for Naval Reserve training with the Seabees.

Story by LTJG Rich Foreman, photo by RP2 Paul Wolvin. Both are assigned to NMCB 4.

Shipmates



Flordeliza Swartz has been named 1993 Navy Exchange System Worldwide Associate of the Year. Swartz is a cook at the Navy Exchange Cafeteria at Naval Station San Diego. A member of the Total Quality Leadership program and the process action team, Swartz was also named Navy Exchange Naval Station's Service's Division Associate of the Fourth Quarter 1993.



Personnelman 1st Class Linia K. Holloman was selected as Commander, Naval Reserve Recruiting Command Counselor of the Year for FY94. A native of Philadelphia, she serves on the Atlantic Fleet Career Information Team in Norfolk, presenting pre-separation briefings to departing active-duty service members.



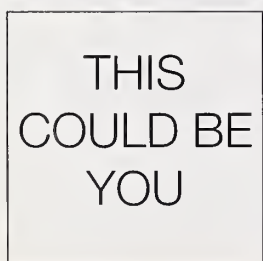
Equipment Operator 1st Class Gerald W. McNally of U.S. Naval Mobile Construction Battalion (NMCB) 4, Guantanamo Bay, Cuba, was named Senior Seabee of the Year for 1994. The Bark River, Mich., native was selected as the top Seabee from 300 petty officers assigned to the battalion. After attending Instructor School, McNally will report to Naval Construction Training Center, Port Hueneme, Calif., as an instructor.



Signalman 1st Class (SW) Steven F. Alt of USS *Guam* (LPH 9) was named Senior Sailor of the Quarter for the second time in less than a year. A native of Shelby, Neb., Alt has set two career goals for himself. "I want to either retire as a master chief petty officer or attain the rank of lieutenant commander as a limited duty officer," said Alt. He plans to apply for the LDO program soon.



Hospital Corpsman 1st Class Cynthia A. Tripoli was selected as Military Member of the Year at the Military Entrance Processing Station, Springfield, Mass. The Toledo, Ohio, native was recognized for exceptional leadership, personal dedication and technical achievement in the processing of applicants desiring to enlist in the armed forces.



Your shipmate's face could be here! Does your command have a Sailor, civilian employee or family member whose accomplishments deserve recognition? Send us a short write-up and full-face photo. Black and white, color print, slide or Polaroid will work. Our address is *All Hands* magazine, Naval Media Center, Publishing Division, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St. S.W., Washington, D.C. 20374-5080.

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Photo by PH2 Craig Peterson

Any day in the Navy

May 18, 1995, is just like any other Navy day, but we want you to photograph it.

Both amateur and professional civilian and military photographers are asked to record what's happening on their ships or installations on May 18, 1995, for a special photo feature to appear in the October edition of *All Hands* magazine.

We need photos that tell a story and capture the faces of Sailors, Marines, families and Navy employees. We're looking for the best photos from the field, for a worldwide representation of what makes the Navy what it is.

Accept the challenge! Photos must be shot in the 24-hour period of May 18. Submit processed color slides or 5 x 7 or 8 x 10 color or black and white prints. Photos should be printed for magazine quality.

Submissions must include full credit and outline information. This includes full name, rank and duty station of the photographer; the names and hometowns of identifiable people in the photos; details on what's happening in the photos; and where the photos were taken. Captions must be attached individually to each photo or slide. Photos must be processed and received by *All Hands* by June 19, 1995. Photos will not be returned.

Our mailing address is: Naval Media Center, Publishing Division, ATTN: *All Hands*, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St. S.W., Washington, D.C. 20374-5080. Questions may be addressed to PH1 Dolores Anglin at DSN 288-4209 or (202) 433-4209.

Copy this form and attach a completed copy to each photo you submit.

Photographer: _____

Full name: _____

Rank: _____

Duty station (including mailing address and phone number): _____

Photograph: _____

Caption (what the photo depicts): _____

People in the photo (include first and last names, ranks/ratings, warfare designators and home towns):



NAME: SH3 Antonio Muniz

SHIP: USS Supply (AOE 6)

HOMETOWN: New York City

JOB DESCRIPTION: Makes sure shelves in the ship's store are stocked with what Sailors want.

PLACES VISITED WHILE IN THE NAVY: Japan, Philippines, Singapore, Australia, British Columbia and Mexico.

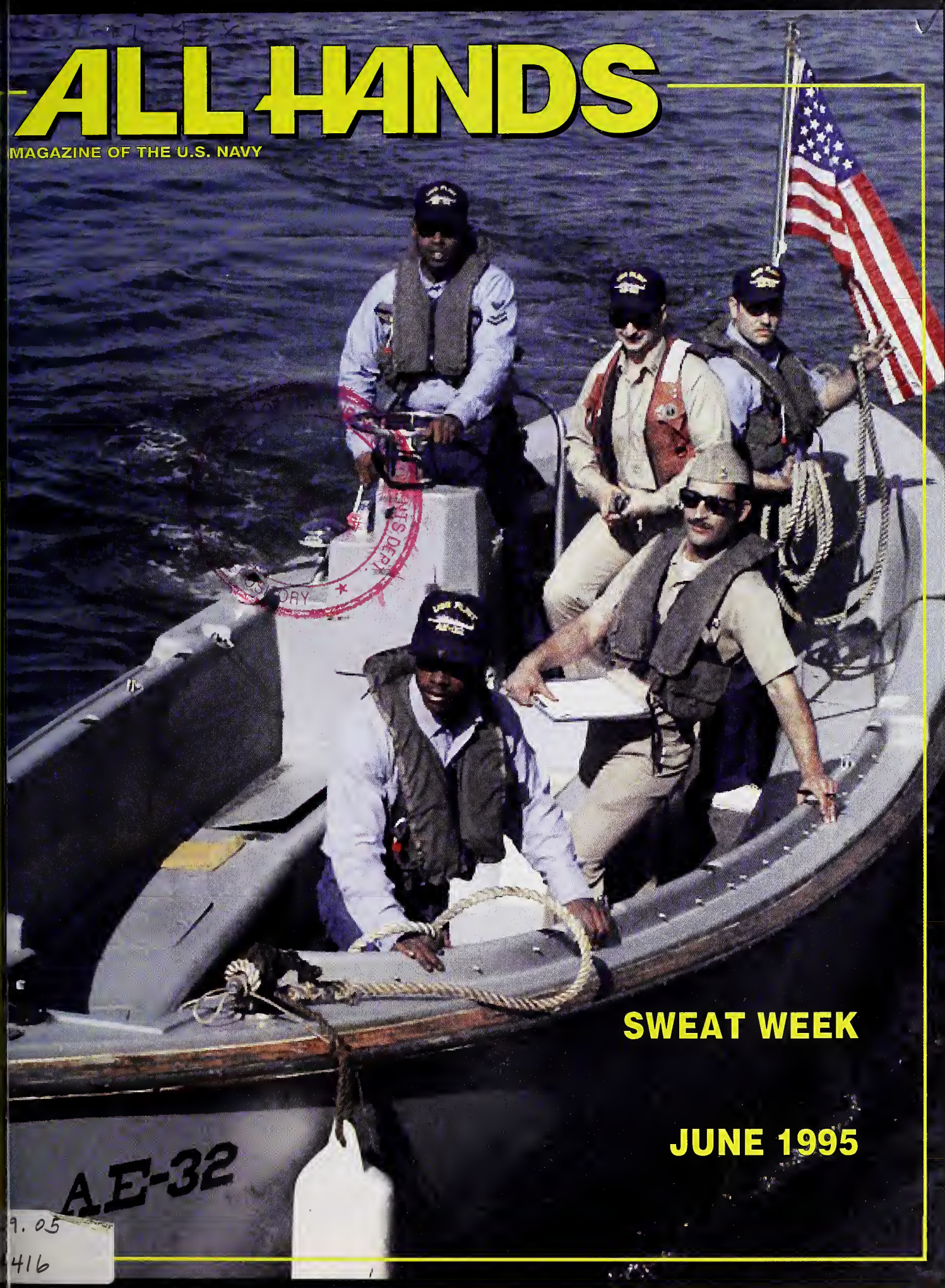
HOBBIES: Playing basketball and football.

BEST PART OF THE JOB: "Providing customer service and improving morale. As the ship's store operator, I can give more to the crew in my space than any other place on board ship."



ALL HANDS

MAGAZINE OF THE U.S. NAVY



SWEAT WEEK

JUNE 1995

9.05

416

OR-8

Photos by PH2 Ben D. Olvey



Members of the medical staff at National Naval Medical Center, Bethesda, Md., have no limits in caring for their patients. In operating room 8, caregivers spare no effort to make twenty-four month old Lucas Daffern feel comfortable. Lucas was admitted to Bethesda for outpatient surgery.

▲ LCDR Naida B. Kalloo, a pediatric urologist, removes air bubbles from a syringe before giving the patient an injection.

▼ Operating room technician student HN Brandilyn Holt prepares the ready table during the procedure.

◀ Nurse LT Taryn Epperson (left) and anesthesiologist LCDR Dan Reese carefully move Lucas after his operation.



Photo by JOC Warren A. Patton

FA Colton T. Hutcherson, from *USS Mount Hood* (AE 29), is assisted by fellow fire fighters during competition at "Sweat Week."

See story Page 30



Community

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Front cover: EN2 Joseph L. Hendricks of Elko, Nev., steers a *USS Flint* (AE 32) motor whale boat during a simulated emergency steering casualty. He is supervised by LT Robert E. Poling, III, *Flint's* small boat officer. (Photo by JOC Warren A. Patton, photo digitally enhanced by PH3 John A. Hudak)

Charthouse

Rating merger proposed

NAVADMIN 80/95 (CNO Washington 102311ZApr95) addresses the latest actions concerning ratings, including time lines associated with merger proposals. The rating actions are still being considered and Sailors will have at least 18 months to make required conversions. A NAVADMIN message announcing the action or canceling the proposed rating action will be released for each rating when decisions are made.

"I want to stress that many of these mergers and disestablishments are only proposals," said Chief of Naval Personnel VADM Skip Bowman. "It is part of the process to review and consider ways to meet the needs of changing technologies now and in the future."

Among the rating mergers and disestablishments anticipated to be approved in 1995 are:

- merging the three ocean system technicians (OT) ratings into sonar technician (surface) (STG), effective in early 1997;
- disestablishing molder (ML) and patternmaker (PM), effective early 1997;
- merging interior communications

electrician (surface) [IC(SW)] into electrician mate (surface) [EM(SW)] and electronics technician (surface) [ET(SW)] in early 1997;

- merging torpedoman's mate (submarine) [TM(SS)] with machinist mate (submarine) [MM(SS)], effective in 1997;

- merging torpedoman's mate (surface) [TM(SW)] into gunner's mate (GM), effective in late 1997; and

- merging data processing technician (DP) and radioman (RM), effective late 1997.

Among rating mergers and disestablishments expected to be approved in FY 96 are:

- merging data system technician (DS) into electronic technician (ET) and fire control technician (FC), effective in 1998;

- disestablishing the gunner's mate service ratings GM (Guns) and GM (Missile) and combining them into just one rating, effective in 1996;

- disestablishing instrumentman (IM) and opticalman (OM). No date has been established for this action.

experience.

The new advancement in rate exam will be submarine-specific, based on updated ET(SS) occupational standards. The new exam will be used starting in September 1996.

Junior personnel will be retrained, and senior personnel can volunteer for training. More information is available in NAVADMIN 063/95 or from the submarine community manager at DSN 223-1441 or (703) 693-1441.

MM standards revised

Revised occupational standards for the machinist's mate (MM) are expected to be available by November 1995. New advancement handbooks and study guides will be published and a revised training curriculum implemented by July 1996. This will allow Sailors ample opportunity to compete in the revised MM rating exam on the following dates: July 1997 for E-7 exam candidates and March 1997 for E-4/E-5/E-6 exam candidates.

Exceptional Family Member program accomplishments note

During 1994, the Exceptional Family Member (EFM) program achieved some significant accomplishments including the establishment of EFM as a core program in the Family Service Centers (FSC). Also, enrollment became part of the Enlisted Distribution Verification Report (EDVR) and the Officer Distribution Control Report (ODCR), giving receiving commands notice of inbound members who have special family needs.

The EFM program is open to any family member who has a physical,

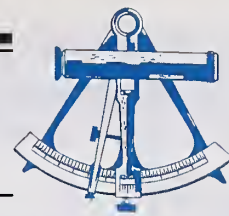
Four submarine enlisted ratings to combine

Four submarine ratings will combine into a single rating to ensure a viable career path for Sailors and to

meet changing technical needs.

Interior communications electrician (submarine) [IC(SS)], quartermaster (submarine) [QM(SS)] and radioman (submarine) [RM(SS)] will combine into the electronic technician-submarine [ET(SS)] rating. All IC(SS), QM(SS) and RM(SS) personnel will change rating badges July 16, 1996. All Sailors who are converted will be assigned specific Navy Enlisted Classification codes based on previous training to ensure they compete against Sailors with similar training and





emotional or other handicap, long-term chronic illness, or long-term special education needs. The program requires mandatory enrollment to identify the needs of Navy family members and to ensure detailers address those needs when considering future assignments. Service members are required to enroll in the program as soon as needs are identified or at least nine months prior to the member's Projected Rotation Date (PRD) so everyone's requirements can be adequately addressed.

Family members also must be enrolled in Defense Enrollment Eligibility Reporting System (DEERS) and be residing with their sponsor.

Additional information may be obtained from NAVADMIN 060/95 or by contacting CDR W.M. Young at DSN 223-3308 or (703) 693-3308.

CHAMPUS changes claim forms

CHAMPUS/TRICARE Standard has a new claim form for families to submit when they receive care from a physician or other individual provider. It's the white DD Form 2642, "Patient's Request for Medical Payment." It's simpler and shorter than the old claim form, officials say.

The old CHAMPUS claim form, the yellow DD Form 2520, is still around and it can still be used until the end of 1995. Then, the yellow form will no longer be accepted by CHAMPUS/TRICARE contractors.

Patients should not ask physicians or other care providers to complete either form and should submit claims for their CHAMPUS/TRICARE costs using the HCFA Form 1500.



Latest veterans handbook available

The latest edition of "Federal Benefits for Veterans and Dependents" is available from the U.S. Government Printing Office. The handbook describes federal benefits for veterans and family members such as medical care, education, disability

compensation, pension, life insurance, home loan guaranty, vocational rehabilitation and burial assistance. It also explains requirements for eligibility and outlines claims procedures.

The handbook costs \$3.25 a copy. Ask for GPO stock number 051-000-00205-9 from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402-9325. To order with VISA or Mastercard call (202) 512-1800.

DOD establishes guidelines for new cost of living allowance (COLA)

DOD recently released details of the CONUS COLA, a program to supplement the income of service members who live in high-cost areas in CONUS. It provides a cost of living allowance (COLA) for non-housing costs. The variable housing allowance already supplements housing costs.

CONUS COLA is a key element of the quality-of-life initiatives and DOD intends to implement the CONUS COLA program on July 1, 1995.

Sailors living in 20 military housing areas and 67 smaller non-military locations where the non-housing cost of living exceeds the national average by more than 9 percent will receive a CONUS COLA allowance. Approximately 31,750 members reside in the 20 military housing areas; an additional 250 reside in the 67 smaller locations.

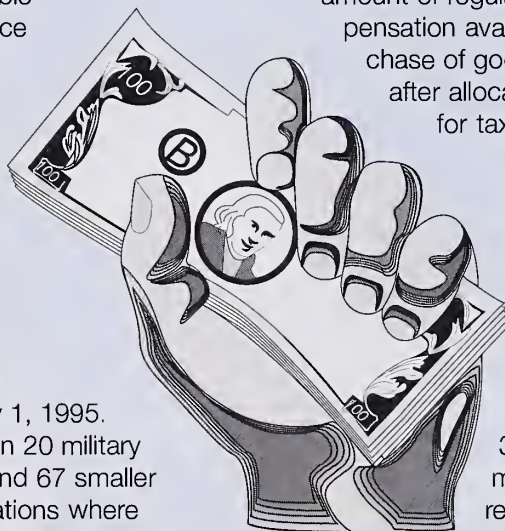
The amount of the allowance will

be determined by the area's cost of living in relation to the national average, the military member's spendable income and number of family members.

Spendable income is the total amount of regular military compensation available for purchase of goods and services after allocation of amounts for taxes, insurance,

housing, gifts and other contributions and savings. For FY96, \$20.8 million is budgeted for CONUS COLA. Approximately 32,000 service members will receive CONUS COLA. The average

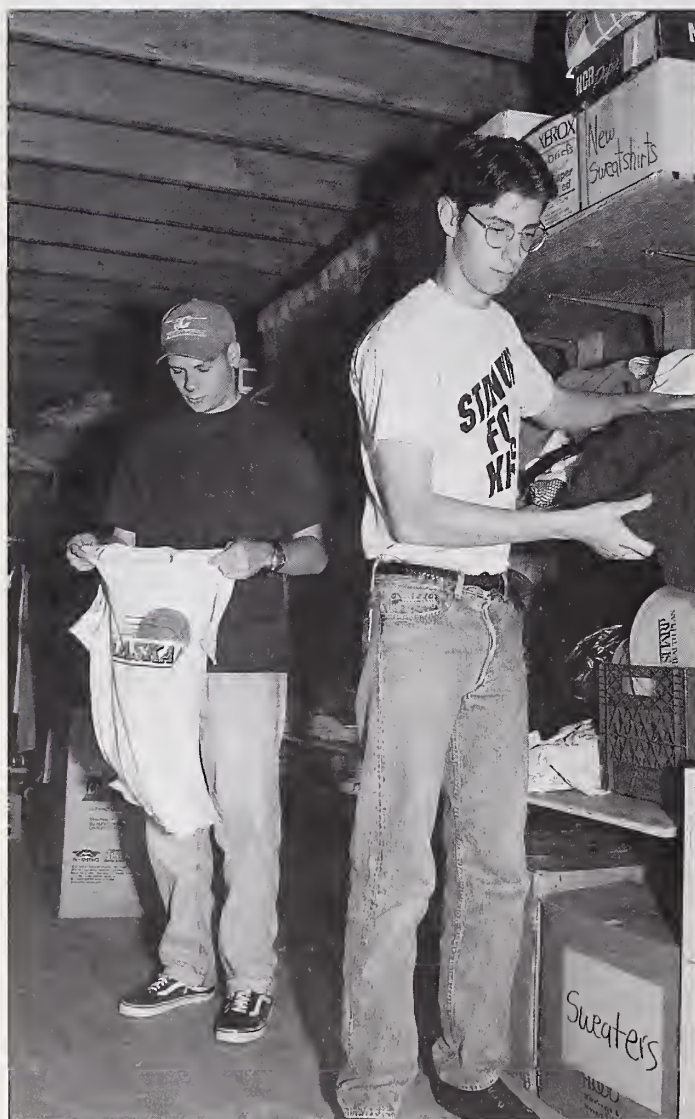
monthly benefit per member is \$45 but varies depending on grade, location and family size. For example, a married E-6 in New York City with 10 years of service will receive \$120 a month, while the same service member, if stationed in Los Angeles, would get \$20 a month.



Standing up

Sailors take to the streets to help homeless kids

Story and photos by JO1 Ray Mooney



STG3 John C. King (left) from Covington, Ga., and STGSN Joseph Pierchorowicz, a native of St. Louis, sort and fold clothes donated to Stand Up for Kids.

More than 1 million kids in this country live on the streets, according to the National Youth Runaway Network, but some Sailors in San Diego are doing their part to help.

Among the volunteers in the Stand Up for Kids program is Sonar Technician (Surface) 1st Class (SW) Jeff Brooks, stationed at Fleet Anti-Submarine Warfare (ASW) Training Center Pacific, San Diego. He is an outreach counselor and the director of volunteer training for the local area programs.

"We are an on-the-streets program," said Brooks, a Lancaster, N.H., native. "The kids have to be on the streets or somewhere near them before we approach them." Stand Up for Kids is designed to get street kids back into a safe and healthy lifestyle. Outreach counselors, usually in teams of two, hand out food, hygiene products and cards with hotline phone numbers on them.

Sonar Technician (Submarine) 1st Class (SS) Jeffrey Walsh, also stationed at Fleet ASW is the interim executive director for the program in his hometown of San Diego. "We have an apartment support program where we get the kids off the streets and into apartments with other kids who have been on the streets. There they learn how to pay utilities and rent and how to live in a lifestyle most people live with," said Brooks.

There are nine Stand Up for Kids programs throughout the United States, including some in big Navy towns, designed to help those who either have run away from home or were kicked out of their homes. "As far as military volunteers, it varies from program to program. We have programs in San Diego; Bremerton, Wash.; and Norfolk," Walsh said.

Brooks said military participation in the program is high, and much civilian support is related to the military. "I'd say it's about 50 percent military and 50 percent civilian, and a lot of those civilians are military family members."

Brooks said he meets 25 or 30 kids in a month. "Of



for kids



those, I might get one kid off the streets, into high school again or into a program he or she needs desperately." But he said he gets a great deal of satisfaction even from that small number.

"Maybe, I'll be walking down the street years from now and a person will approach me, and it will be one of the kids I got off the street," Brooks said. "That's what I'm hoping for."

Motivation varies from volunteer to volunteer. Some help because they had wonderful childhoods and want to give other kids a chance at that happiness – others because they had bad childhoods and can relate to these kids. Whatever the reason, helping improve the future of the world seems to be the bottom line.

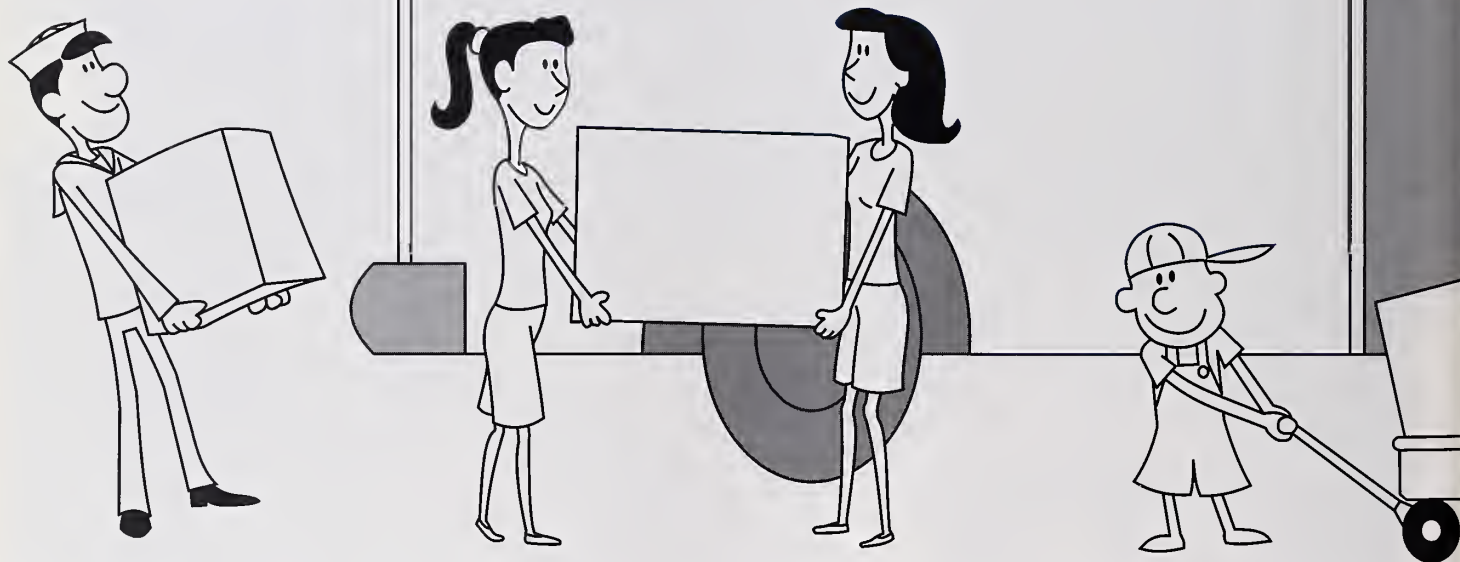
"We've got so many kids on the streets now, and we're

STG1(SW) Jeff Brooks (right) and STGSN Joseph Pierchorowicz hand out hygiene products to a kid on the street.

worried about saving the whales, saving the dogs in the kennels, saving the trees and the ocean," Walsh said. "Those are all rightfully good things to save, but who are we saving them for? If no one's going to care about our children, who are we saving them for?" †

Mooney is a San Diego-based photojournalist for All Hands.

Make your move easier



It's an exercise most Sailors dread – strangers come into their homes and, poof, all their worldly possessions are packed, shipped – gone. It's moving time again! More than 50 percent of all permanent change of station (PCS) moves occur from May to August every year.

So what can you do to help make a peak season move a little easier? Here are the top 10 moving tips from Naval Supply Systems Command Personal Property Division. Personal property for DOD movers includes household goods, vehicles, boats and other authorized items.

Plan early. As soon as you have your orders in hand, contact your Personal Property Office (PPO). The earlier you meet with PPO, the more likely you'll get your choice of dates. As summer approaches, bookings for personal property moves increase, reducing the number of available pickup/delivery dates.

- Pick a range of possible moving dates. Explain your preferences to the counselor. They will negotiate your pack-out and delivery dates with the mover in your order of preferences. With a range of dates, the scheduling can be done quickly with a minimum of effort and annoyance on your part.

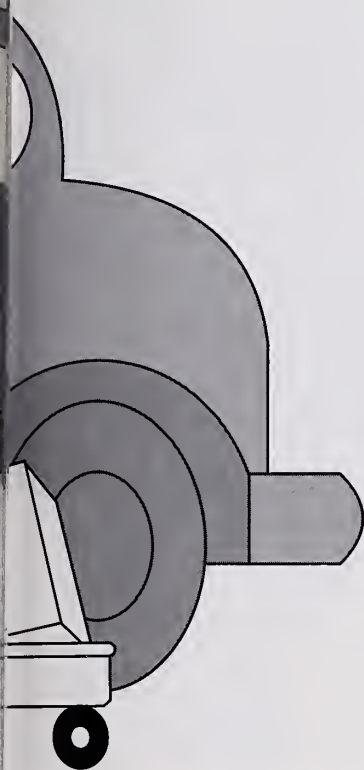
- Plan middle of the month moves. Competition is

keenest for dates at the beginning and end of the month. The chances for getting your first choice are better with mid-month pick-up and delivery dates.

"It's Your Move." Take 20 minutes and browse through this informative booklet before you visit your PPO counselor. It contains much of what you need to know to make your move successful. Should you have any questions, present them to your counselor during your initial visit to the PPO. It will save you time, maybe money, and will make your interview more thorough. Call your PPO to get a copy.

Make your time with a PPO counselor count. Each move is different. Your personal property may have changed, your entitlement may have changed and rules that apply at your new duty station may be different from those at your current duty station. When being interviewed by a PPO counselor, listen closely and ask questions. Don't waive your right to information to cut the counseling session short. You may save 10 minutes during the interview, but it may cost you hundreds of dollars when you file your claim if you exceed your entitlement.

Surprising the mover causes delays. Before your pack-



STARTING NOW...

1. PLAN EARLY
2. READ "IT'S YOUR MOVE."
3. MAKE YOUR TIME COUNT.
4. THROW OUT JUNK.
5. WATCH YOUR MOVERS.
6. CHECK. . .
7. _____
8. _____
9. _____

out day, your mover will contact you by phone or in person to check out your property. Either way, make sure the mover clearly understands what needs to be moved, so the right size and type of equipment and people will be on hand on the pack-out day.

Be prepared on the day of your move. If you're ready for your pack-out day, the carrier will be able to do the job faster and more carefully. Dispose of excess property before moving day; disconnect appliances; empty waterbeds; remove pictures, mirrors and curtains from walls; drain water, gasoline and oil from lawn mowers, motorcycles, etc.

Watch your movers during the pack-out. If you don't feel the movers are packing or loading property in a proper manner, stop them. Call your PPO and request an inspector be sent to your home. Don't wait until everything is done. Make sure the inventory is accurate and any damage or discrepancies are noted before they leave. Before the movers leave, make sure closets, kitchen cupboards and outside storage areas are emptied. The moving company charges extra if they have to come back.

Check in with the inbound section of your destination PPO as soon as possible. Give them phone numbers where you can be reached during, and after, duty hours.

Watch the movers during the unloading. Check off items on your inventory carefully as they are brought into the house. Look for damaged as well as missing items. Unpack damaged cartons immediately so you can note damaged or missing goods.

Unpack and check all personal property as soon as possible. You have 70 days to complete and return DD Forms 1840/1840R (form for reporting damaged goods) to your PPO. Filing late could let the mover off the hook and consequently reduce the amount of money you receive.

File claims promptly. If you sustain any loss or damage to your property, contact your PPO immediately. If you carry private insurance, notify your agent as well. †



Our Help Line is open . . .

1-800-444-7789

for household goods move issues



It's HAPpening in Charleston

Story by Jack Wilson, photos by Jonas Jordan

The Savannah District, U.S. Army Corps of Engineers – which administers the Homeowners Assistance Program (HAP) for military personnel in the southeastern United States – recently celebrated a major milestone when it purchased its 1,000th house in the Charleston, S.C., area from a Navy homeowner.

Established in 1966, HAP provides financial assistance to eligible military and federally-employed civilian homeowners stationed at installations slated for closure or realignment. When forced to sell their homes in locations

where real estate values have declined, these homeowners can face severe financial loss.

HAP was initially approved for the North Charleston portion of Charleston County and Berkeley/Dorchester counties because of personnel reductions at the shipyard and the transfer or decommissioning of ships.

Three months later, the Charleston HAP was expanded to include homes in all geographic areas in and around Charleston because of the announced naval base closure.

"The Corps' Savannah District has already exceeded its



▲ This is a typical house HAP will buy or sell. The purchaser will pay fair market price.

◀ SK1 Ricky Lewis of the Naval Consolidated Brig in Charleston, S.C., his family and Greg Monroe review closing documents on the house sold to the HAP Center of the Savannah District, U.S. Army Corps of Engineers, administrators of the assistance program in the Southeast.

expectations on the size of the Charleston program with a current total of 1,871 applicants, to date," said Greg Monroe, chief of the district's HAP Center. "Estimates for the program at Charleston are now up to 3,500 applications."

According to CWO2 Donald Varner, assistant operations officer at Sioux Falls, N.D., Military Entry Processing Station, "The program is not only excellent but also very quick."

"When I was stationed in Charleston, it took approximately 90 days from the time I submitted my application, to closing on my home," said the Spirit Lake, Iowa, native. "Normally it takes anywhere from 120 days or more to close the deal."

"At the time, there were so many vacant homes in the area," Varner said, "I didn't think I would be able to sell my home so fast. But the HAP made it possible and I didn't lose any money. I was very fortunate not to end up with double mortgage payments like some people."

When Savannah District's HAP Center purchases an applicant's home and resells it, the revenue generated from the sale is used to fund future HAP. To date, the Savannah District has generated \$18 million in revenue to support future HAP initiatives nationwide.

In addition to helping out Navy personnel, the Savannah District's HAP team is nearing completion of its program for Myrtle Beach Air Force Base, S.C., now closed, and for Homestead AFB, Fla., devastated by Hurricane Andrew.

HAP benefit options for eligible applicants:

- ★ Purchase of the home by the Army Corps of Engineers for 75 percent of its prior fair market value (the value prior to the base closure announcement) or the mortgage balance, whichever is greater.
- ★ Cash payment made to the homeowner to cover part of a loss resulting from the private sale of the home; or
- ★ An assistance payment to the homeowner for losses incurred as a result of a foreclosure action.

Anyone needing information on HAP programs can call the Corps' Savannah District HAP information line at 1-800-861-8144. ‡

Wilson and Jordan are assigned to the public affairs office for the Savannah District, U.S. Army Corps of Engineers, Savannah, Ga.

Need Help?

Homeowners near the following bases who cannot sell their homes or who take a loss on the sale are eligible for the Homeowners Assistance Program:

California

Mare Island Naval Shipyard

Connecticut

Naval Undersea Warfare Center,
New London

New Hampshire

Portsmouth Naval Shipyard

South Carolina

Charleston Naval Base

Texas

Naval Air Station, Chase Field

Programs still under review for possible approval include: Memphis Naval Air Station, Tenn.; Pensacola Naval Air Station, Fla.; Cecil Field Naval Air Station, Fla.

Trading mortgage for trade winds

Story and photos by JO1 Ray Mooney

They have a saying in the Pacific Northwest. "If it ain't pretty, make it beefy and everybody will like it." So says Instrumentman 1st Class Fred Maupin of his home, *Spirit Wind*, a 40-foot ocean cruising yacht nestled in a Navy marina in San Diego. The interesting thing about the yacht isn't just that it's owned by an E-6, but that he made it out of solid steel.

Maupin said it took him almost eight years to finish the job, but after owing mortgages on two other yachts, it was worth it to own his own boat. "If you really want to go cruising and not have a boat that belongs to the bank, you build your own boat," Maupin said.

And steel was the way to go. "I started reading up on it and what I found was that it was literally the cheapest, fastest, strongest way to build," Maupin said. "And I had done enough armchair cruising to know that if you run a boat up on a reef or something, if it's glass or wood, you're going to punch a hole in it real quick. With this boat, I could run it aground, hit a reef or a log, and it would be fine. I liked that idea."

Maupin based his design on a Roberts Spray 40 C, a boat originally designed in 1896 by Joshua Slocum. It's a low-profile ketch rig, meaning it has two forward sails as well as a main and after sail.

Maupin did most of the work himself, using a little unskilled labor from his wife, Pam, and his father-in-law. His biggest allies, however, were ingenuity and a \$65 chain hoist. "Whenever I wanted to weld a plate, I would weld a 2x3-inch tab onto it, hook that chain hoist through a hole in the tab and, wham; pull that plate right up," he said.

And building with steel allowed Maupin to save money on accessories that cost big cash. "With steel, you can literally fabricate all your own fittings and hatches, saving thousands," Maupin said.

The engine is an automotive diesel converted for marine use. The twin masts are 40-foot aluminum light poles claimed from a salvage yard for \$500. Masts from the factory could have cost as much as \$5,000 each, according to Maupin.

Maupin knew from experience what he would need to build a boat himself, and he was willing to sacrifice a little of the shiny stuff for practicality.

Now the sacrifice has paid off. An investment of about \$30,000 during eight years has turned into a boat worth as much as \$150,000, according to Maupin.

It may not win any prizes at the boat show, and it may be, as Maupin said, more of a truck than a sports car, but that mortgage payment goes back in his pocket these days and he sails all the way to the bank. †

Mooney is a San Diego-based photojournalist for All Hands.

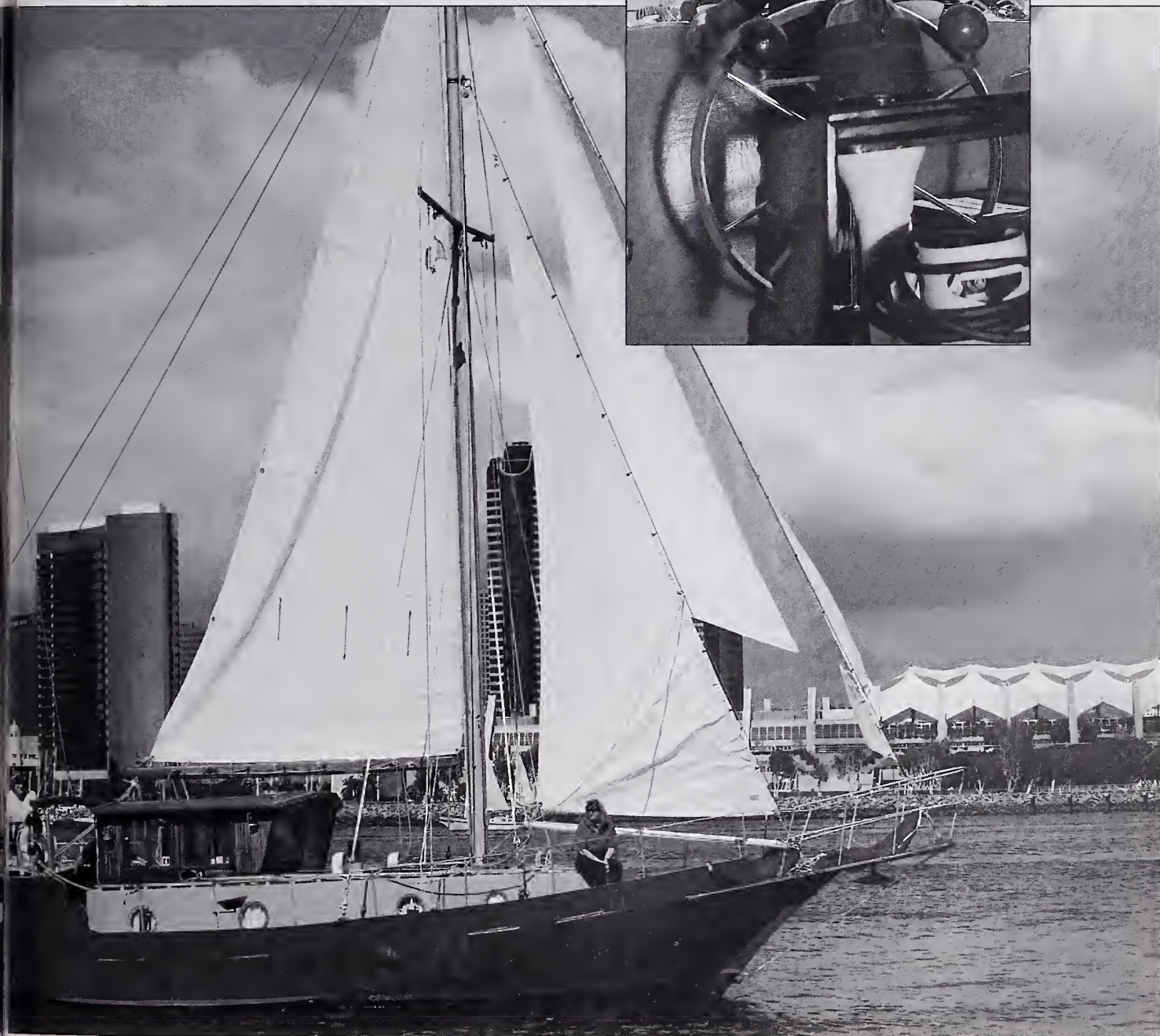
►The captain's cabin is a cozy place to take a break for visitors, Katie and Dallas Mooney, during their day under way.



➤ IM1 Fred Maupin at the helm of the *Spirit Wind*.

▲ Pam Maupin, Fred's wife, in the galley.

▼ The *Spirit Wind* sails the Coronado Bay with the San Diego skyline in the background. The boat is a Roberts Spray 40 C Steel, a low-profile ketch with two forward sails (yankee and stay), a main sail and an after sail (mizzen). It's 40 feet on deck, 45 feet with the bowsprit. Its beam is 15 feet at the rails, 14.8 feet at the gunwales. It weighs 42,500 pounds and displaces 15,000 below the waterline, drawing five feet.



Chicken litter

Navy recycling effort is a hit on Guam

Story by JO2 Brian Naranjo,
photos by PH1 Kurt M. Lengfield

Classified documents and chicken waste don't have a lot in common – normally. But when documents are shredded to a near-powder state and mixed with manure, they make a product that's good news for the environment.

Through a collective effort, the Navy, U.S. Department of Agriculture and professors from the University of Guam teamed up to develop an innovative approach to recycling. Shredded paper, when combined with manure from hundreds of chickens, makes a great fertilizer, the researchers found.

Similarly, they say, when corn and jungle leaves are added, the mixture can be used as feed for animals such as goats.

"You have to do something with the chicken manure," said Reed Sims of the Natural Resources Conservation Service, U.S. Department of Agriculture. "It's definitely better than pumping it out and taking it to a landfill. So you're turning two waste products into a raw material that's a resource."

According to Mark Bellis, Commander, U.S. Naval Forces Marianas (COMNAVMAR) environmental protection specialist, the Navy is always looking for ways to recycle.

"From the Navy's standpoint, it's a recycling effort," he said. "We divert the shredded paper from our landfill. Our key is to enhance our recycling effort."

The paper for the project is trucked in twice a month from Guam's Naval Computer and Telecommunications Area Master Station. Since May 1994, the base has been providing about 540 pounds of paper monthly.

"Instead of transporting it down to the Navy Public Works landfill, which NCTAMS pays for, they just reroute it here," said LT Jean Dumlao-Hurst, COMNAVMAR environmental officer.

Researchers line troughs with paper underneath chicken



▲ A worker at the Inarajan Experiment Station demonstrates the use of the dry extruder to pelletize a mixture of shredded paper, manure, corn, twigs and leaves. The feed mixture can be stored for about six months.

cages. The chicken waste drops into the troughs, and a new layer of paper is added daily. After about two months, the mixture is taken out for use as fertilizer.

For packaging purposes, according to University of Guam professor Dr. Odi Diambra, the waste and paper mixture can be put into a machine known as a dry extruder, which turns the material into pellet form, making it easier to move and store. If kept in a cool, dry place, the pellets, used chiefly as feed, have a shelf life of about six months.

In the future, researchers would like to expand the recycling process to include mixing other materials with paper, such as restaurant waste.

"That's our agency's whole perspective," said Sims. "That's what we want to do with every possible kind of waste product, we want to create a market so that it becomes a raw material."

Though the research is still in the testing phase, Bellis said the process is working well for all involved.

"Working in cooperation with the Department of Agriculture and the University of Guam to develop recycling initiatives and save our landfills is a win-win situation."

Sims agreed. "This process is solving problems every step of the way. It's helping the Navy recycle its paper, keeping some waste out of the landfills and it's helping the soil. It's really a positive process." ♣

Naranjo and Lengfield are assigned to the public affairs office, Commander, U.S. Naval Forces, Marianas.

▼ CTM2 Matthew O. Golden and CTM3 Stephanie A. Wilson shred classified documents. The resulting pulp will then be trucked to the Inarajan Experiment Station, where it will be added to the manure solution for future use as feed or fertilizer mixture at the University of Guam recycling project.



Photo by PH2 Tony Peters



◀ Dr. Odi Diambra displays a mixture of chicken waste, shredded paper, corn, twigs and leaves that is being tested for use as animal feed.



▲ Hundreds of chickens at the experiment station provide manure, a crucial material in the success of the recycling plan. Shredded paper is placed under the chicken cages and a new layer is added daily. After about two months, the mixture is taken out for use as a fertilizer or for preparation as feed.

American

Staying within the law

Story by Patricia Oladeinde, photo courtesy of Immigration and Naturalization

What do Albert Einstein, Andrew Carnegie, Joseph Pulitzer, Irving Berlin and Greta Garbo all have in common? They were all immigrants who became naturalized U.S. citizens.

For Part II of our immigration series, Tonya Susaraba, Head of Immigration Naturalization Branch of Navy JAG, International Law Division, talked to *All Hands* about concerns Navy people have regarding immigration.

For more information on how immigration relates to schools, adoptions, joining the military or children with special needs, contact your nearest legal assistance office or Immigration and Naturalization Service (INS) office. ‡



citizenship

Q: What agencies are responsible for immigration?

A: Every nation regulates the number and types of immigrants who cross its borders. In the United States, immigration policies are set by Congress.

– The Immigration and Naturalization Service (INS) is the main agency charged with administering and enforcing immigration laws. INS is part of the U.S. Department of Justice.

– The Department of State issues visas abroad at a U.S. consulate or embassy of the State Department. A visa permits travel to entry points at the U.S. border. Immigration officers at the border check to ensure the holder of the visa is properly documented and otherwise eligible to enter the United States. Then they determine whether to allow entry into the United States. Our alien service members do not need visas to enter the United States.

– The U.S. Navy cannot grant alien service members citizenship or lawful permanent resident (LPR) status. An alien who has served in the U.S. Navy does not automatically become a citizen of the United States based on his or her service. There are certain circumstances which permit alien service members to apply for citizenship based on military service.

Q: What types of visas are available and what are the differences in them?

A: There are two visa categories, immigrant and nonimmigrant. An immigrant visa is issued to an alien who wants to come to the United States permanently. A nonimmigrant visa is issued to an alien who wants to come to the United States for a temporary stay.

There are various types of visas within these two categories which are too numerous to describe here.

INS's work load for 1994

*Naturalized 400,000 people — up by 100,000 from 1993

*Deported nearly 40,000 aliens, including more than 22,000 criminal aliens;

*Apprehended more than 1,000,000 people who entered the country illegally or overstayed their visas;

*Completed 46,000 criminal investigations;

*Seized more than \$2 billion in street value of drugs;

*Examined more than 22 million visitors, including workers, students, and tourists;

*Admitted more than 300 million foreign visitors through our ports of entry, nationwide;

*Processed 122,000 refugees claim applications;

*Processed 147,000 asylum applications;

*Handled 4.1 million requests for benefits through four Immigration Service Centers;

*Processed 800,000 legal immigrants and admitted them into the U.S. as permanent residents; and

*Adjudicated more than 1.5 million immigrant petitions and 500,000 nonimmigrant petitions.



Q: What's the difference between an alien, a lawful permanent resident and a naturalized citizen?

A: An alien is any person who is not a citizen of the United States. In general, the Immigration and Nationality Act provides for three categories of aliens: undocumented or "illegal" alien, nonimmigrant alien and immigrant or lawful permanent resident. Separate from the alien category is U.S. citizen.

Undocumented or "Illegal" alien — An undocumented alien is a person who has no visa or permission to be in the United States. This person has either entered the United States illegally (entry without inspection) or remained in the U.S. beyond the authorized stay specified on the Arrival De-

Ask Immigration

Call toll-free 800-755-0777 to obtain up-to-the-minute information on Immigration Act regulations and procedures as they become finalized. To hear recorded messages detailing established INS regulations, contact the "Ask Immigration" system at (202) 307-1501.

parture Record: (I-94).

Nonimmigrant alien – A nonimmigrant alien is admitted to the United States temporarily for a specific purpose such as tourism or temporary employment. Nonimmigrant aliens usually must maintain a residence in their home country and must have established an intent to return abroad after the expiration of their authorized stay in the United States.

Lawful Permanent Resident

(LPR) status – An LPR is an alien permitted to reside and work permanently in the United States.

LPRs have almost the same rights as U.S. citizens, except they cannot vote, can be denied employment in some national defense related positions and can be deported for certain designated forms of misconduct.

Naturalized Citizen – A naturalized citizen is an individual who acquires U.S. citizenship after birth. An individual becomes a naturalized citizen through individual naturalization, acquisition of citizenship from another person (parent or spouse) or through collective naturalization by statute. There is no legal distinction between a naturalized citizen and a native-born citizen except for the constitutional requirement that only a native-born citizen may serve as president of the United States.

Q: Is there any way that foreign national service members can gain immigration status through military service?

A: On Oct. 1, 1991, President Bush signed the Armed Forces Immigration Adjustment Act of 1991.

The law gives special immigrant status to qualified alien service members who have either completed 12 years of honorable service or who have served six years of honorable service and reenlisted for an additional six years.

Once special immigrant status is attained, eligible service members will be granted permanent resident status and undergo the naturalization process through INS to become U.S. citizens.

Q: Can I obtain citizenship based on my participation in Oper-

ation Desert Storm?

A: On Nov. 22, 1994, the President signed Executive Order (EO) 12939, which designates the Persian Gulf Conflict as a period of hostilities for naturalization purposes. The EO permits expedited naturalization of aliens and non-U.S. citizens who served honorably during the Persian Gulf Conflict. The EO opens the path to citizenship for service members from the Philippines, the Federated States of Micronesia and the Republic of the Marshall Islands.

The primary benefit is that they may apply for naturalization without meeting the period of residency or the period of physical presence within the United States required by U.S. immigration laws. The application process is not expedited.

Service members applying for expedited naturalization must have been on active duty in the U.S. Armed Forces between Aug. 2, 1990, and April 11, 1991. If subsequently discharged, they must have been separated under honorable conditions.

Physical presence in the area of hostilities is not required. Service members who want to apply for expedited naturalization must have been inducted or enlisted in the United States or its territories, the Canal Zone, American Samoa or Swains Island, or have been lawfully admitted to the United States for permanent residence. Service members who were enlisted in the Philippines or other countries not considered territories of the United States are eligible to apply, but they must have reenlisted or extended their enlistment in the United States or its territories prior to filing an application for naturalization.

Q: What circumstances would allow my spouse to apply for expedited naturalization?

A: INS will expedite naturalization for LPR spouses who are accompanying or joining the U.S. citizen service member on an overseas duty assignment. The LPR spouse must be included on the service member's orders. An application can be filed 90 days prior to departure. No set period of residency is required. If concurrent travel is authorized, the U.S. spouse should obtain a DD Form 1278 from the local NAVP-TO or PSD office. Submit DD1278 and the naturalization application (INS Form N-400) to the local INS office. If concurrent travel is not authorized, submit a copy of the U.S. citizen service member's orders, proof of the alien spouse's travel arrangements (for example, a copy of airline tickets), along with the naturalization application to INS. ‡

Oladeinde is a staff writer for All Hands.





First in its class – First always

Story by JO1 Ron Schafer

New technology and force modernization have provided the foundation for the Navy's amphibious shipbuilding program over the past decade. To satisfy the need for increased support of emerging amphibious warfare concepts, a modified version of the LSD 36-class dock landing ship was designed and the LSD 41 *Whidbey Island*-class was born.

Commissioned Feb. 9, 1985, USS *Whidbey Island* has introduced significant improvements to the fleet. Updated communications and combat systems, complete medical and dental facilities, automated computer-based logistics support and an impressive engineering plant enable the ship to operate self sufficiently. With that kind of diversity, USS *Whidbey Island* is equally effective in wartime or peacetime.

"The LSD 41 was designed with the LCAC (Landing Craft Air Cushion) in mind," explained CDR Terrence E. McKnight, USS *Whidbey Island*'s commanding officer. "From the keel up, the ships were designed to support the Marines with the LCACs. We've got everything to support LCAC operations."

To that end, the LSD 41-class's well deck is equipped to transport and launch up to four LCACs, more than any amphibious platform in the Navy. The ship normally carries three and provides docking, fueling and repair services for the LCAC with capabilities for conventional landing craft as well.

"We basically set the tone for this class of ship," said Engineman 1st Class (SW) Gerald A. Walker of Huger, S.C. "It's a little more stressful than other ships I've been on because of the different operations and all of the different things we're capable of doing. But, we can do anything. We rescue people, do LCAC ops, and work with Marines, so we have a variety of missions."

USS *Whidbey Island*'s diversity and quick response capability were illustrated last year as the ship played a major role in Operation *Able Vigil*, coming to the aid of Cuban refugees making the dangerous trip through the Straits of Florida. After rescuing scores of refu-



U.S. Navy photo

Thousands of Cuban migrants disembark *Whidbey Island* in Guantanamo Bay after being rescued from makeshift boats in the Straits of Florida.

gees from crude rafts, the ship provided them with shelter by setting up a make-shift camp in the ship's well deck and, later, transporting the refugees to the camp at Naval Station Guantanamo Bay, Cuba.

In February, USS *Whidbey Island* deployed with USS *Wasp*'s (LHD 1) amphibious ready group to the North Atlantic to participate in *Strong Resolve '95*. Following their successful involvement in Operation *Able Vigil*, the proud crew appears eager to continue to be "first in its class, first always."

"Being the first ship in this class," said Quartermaster 2nd Class Ray L. Moore of Jersey City, N.J. "We have to set the standard. In the last year alone, we've gone above and beyond. From bringing on Cuban refugees one day, then breaking all of that down to get ready for flight ops, to going to an invasion of Haiti that was eventually called off and then going back to pick up refugees, *Whidbey Island* responded. As the first in our class, we've given the other ships in this class a reputation to live up to." ⚓

Schafer is a Norfolk-based staff writer for All Hands.

OPERATIONS



The Navy's ability to land troops ashore from the sea is paramount. Recent operations in the Persian Gulf and off the coasts of Somalia and Haiti are vivid illustrations of the vital role played by the amphibious Navy in our country's maritime strategy.

With the *Wasp*-class LHD, the *Whidbey Island*-class LSD and the multipurpose LCAC, the Navy is extending its reach to make the over-the-horizon concept of amphibious assault the standard for future naval operations. The Sailors and Marines of the Gator Navy are the driving force behind that movement into the future – moving "Forward ... From the Sea." †



Gator Navy: The future is now

Photos by JO1 Ron Schafer



Hit the beach

Story and photos by JO1 Ron Schafer

From over the horizon they come: LHDs, LSDs, LCACs and AAVs. Their mission is simple: to deploy upon a hostile shore the nation's foremost strike force, the United States Marines.

Throughout history, the role of the amphibious assault in our naval strategy has been significant — Normandy, Iwo Jima, Inchon — and will continue to be so. But, through the years, several factors including new ideas, new technologies and a change in the world's political climate, have altered the tactical aspects of the amphibious assault of the past.

First, in an effort to extend the combat range of naval forces, a new operational concept was adopted that would launch amphibious assaults from over the horizon (OTH). The idea behind the new concept was obvious.

"It gives you tactical surprise over an enemy who doesn't expect you because he doesn't see your ship on

the horizon," explained Marine Corps Maj. Ron Johnson, operations instructor at the Marine Corps' Amphibious Warfare School in Quantico, Va. "That keeps him in a quandary as to what area to defend and what kind of capabilities you have."

According to the Department of the Navy's "Long-term Amphibious Lift Requirement and Optimum Ship Mix Study," a 1983 appraisal which provided the basis for the Navy's amphibious shipbuilding program, a 25 percent increase in amphibious lift was required to support the OTH concept. The *Wasp*-class LHD, the *Whidbey Island*-class LSD, the LSD 49 *Harpers Ferry*-class and the Landing Craft Air Cushion (LCAC) were the result. It is this force

▼ BM1(SW) Jay E. Gossett of Fairborn, Ohio, directs a crew from Amphibious Construction Battalion 2 as they set up a causeway to off-load equipment on a beach.



modernization that serves as the cornerstone of today's Gator Navy.

"It has allowed us to expand our area of operations significantly," said Johnson. "Because of the constraints we had with our shipping, our communications and with our speed, we were constrained to a relatively small area. Now we're able to cover greater distances more quickly. And the flexibility and capability of our ships allow us to do the sorts of things that weren't even envisioned 10 or 20 years ago."

With the end of the Cold War, the focus of U.S. naval strategy shifted to regional conflicts and joint operations. Because the Navy's potential areas of conflict are often coastal regions, the emphasis on amphibious operations is now greater than ever.

"That's forced us, with the reduction of forward basing,

▼ OS1 John King of Little Rock, Ark., services the oil on a propeller from an LCAC belonging to Assault Craft Unit 4.



to increase the presence of Marines and Sailors forward deployed on amphibious ships that react to crises in a very reduced time frame," said Johnson. "So amphibious forces are almost the force of choice because they allow us to maintain a forward presence without being overbearing. Although the presence is there, it's like it's not there."

"... the flexibility and capability of our ships allow us to do the sorts of things that weren't even envisioned 10 or 20 years ago."

**– MAJ Ron Johnson,
operations instructor**

Johnson said the training necessary for today's amphibious operations reflects the changes in our maritime strategy.

"I think you're seeing more adaptive training where carriers are now working with amphibious ready groups before they deploy," he said. "So, if the carrier has to work in support of an operation with the ARG, it's not the first time they've worked together. You're seeing a lot more interoperability throughout the naval service, not just Marines working solely with amphibians but with carriers, submarines and Aegis cruisers. They deploy together and can employ together."

According to Johnson, the future for the Gator Navy looks as impressive as its past.

"I think you'll see us expand our capabilities, you'll see us enhance our capabilities, and with the onset of the V-22 Osprey and the triple AV, we're going to be able to do operations that become seamless," he said.

The concept of the amphibious assault has gone through many changes, evolving from a powerful, in-your-face frontal assault to an intricately devised stealth operation. But one fact remains clear: the ability to put troops and equipment ashore from the sea is still one of the Navy's most potent weapons. ‡

Schafer is a Norfolk-based staff writer for All Hands.



Unconventional warriors

Shaping America's strategic forces in a post-Cold War world

Photos by JO1 Kevin Stephens

Deep in the nation's heartland, on the windblown plains of Nebraska, lies the U.S. Strategic Command (STRATCOM), the unified command charged with deterring a nuclear attack on the United States. It is called "the nation's ultimate insurance policy" by Chairman of the Joint Chiefs of Staff, Army Gen. John M. Shalikashvili.

The mission of this joint command's Sailors and Air Force airmen is a simple one: strategic deterrence, preventing a major military attack against the United States. Deterrence is not an unfamiliar mission to Sailors, but STRATCOM's mission is unique.

"We show our force — that's our deterrent," said Yeoman 2nd Class (Air Warfare) Todd M. Nennich, of San Angelo, Texas, assigned to the STRATCOM Commander-

in-Chief's (CINCSTRAT) front office.

"For instance, with North Korea, they see us and say, 'We might cause them a little damage, but we would get annihilated.' That's deterrence, preventing them from attacking."

The nuclear-capable forces STRATCOM uses to deter, known as the triad, include Navy fleet ballistic missile submarines (SSBNs) based in Kings Bay, Ga., and Bangor, Wash. The submarines are the most survivable leg of the triad because of their ability to avoid detection.

"The stealth of the SSBN allows it to go undetected in its operations, and that's necessary in its mission to deter nuclear war," said Electronics Technician 2nd Class (Submarines) David M. Auerbach assigned to USS *Nebraska's* (SSBN 739) blue crew. "Our mission on the SSBN is essential to ensure the security of our nation," the Liverpool, N.Y., native added.

"The only invulnerable deterrent the country has are those boats out there at sea," said ADM Henry G. Chiles, Jr.

◀◀ CDR Todd D. Tracey of Peoria, Ill., the XO of VQ-3, pilots an E-6A TACAMO strategic communications aircraft on a training flight. The jet would provide secure communications links during a nuclear war.

◀ Air Force 1st Lts. Adam Gremillion of Alexandria, La., and Michelle Schomber of Belleville, Ill., turn their keys to simulate the launch a *Minuteman* III ICBM during a missile exercise at F.E. Warren AFB, Wyo.



U.S. Air Force photo

CINCSTRAT. "I know it's rigorous to go to sea and do that job, but it's extraordinarily important if we are going to maintain a stable future."

The second leg of the triad is Air Force land-based intercontinental ballistic missiles, the *Peacekeeper* and *Minuteman III*. They are based at strategic points throughout the center of the United States.

The final, most flexible leg of the triad are Air Force long-range bombers. The B-52H *Stratofortress* and B-1B *Lancer* currently fill this role. The B-2 *Spirit* will take over the role of the B-1B in the late 1990s.

As with all military missions, support units help STRATCOM accomplish its goals. The Navy's E-6A airborne VLF relay system (TACAMO for "Take Charge And Move Out," the orders first given to develop the mission) wing at Tinker AFB, Okla., provides a vital communications link among the three legs of the triad, STRATCOM and the National Command Authority. The aircraft is essentially a big antenna in the sky providing instantaneous communication capability.

"I found it odd that I'd never heard of the TACAMO community before I reported here three years ago," said the wing's accounting manager, Chief Aviation Storekeeper Vicki J. Foust, from Wallingford, Vt.

"After 15 years in the Navy I have learned there are many different communities that contribute to the overall effectiveness of the Navy's mission to protect the country's security. TACAMO is one of those little-known communities," she said.

Air Force reconnaissance; tanker; and command, control and communications aircraft also provide vital support.

If deterrence fails and a major attack is imminent or ongoing, the President of the United States can employ these same STRATCOM forces anywhere in the world. Crew members are ready and able to carry out their second mission of protection the United States and its allies.

"We separate the concept of deterrence from use," Chiles said. "I believe these weapons remain blunt instruments of last resort, but we must retain a measured ambiguity that signals to a would-be aggressor that he

▼ OS1 Henry Frazier Jr., of Early Branch, S.C., prepares a video tape in STRATCOM's underground command center. Frazier and his teammates operate the system that keeps the STRATCOM commander and his battle staff informed during strategic operations and crises.





Department of Defense photo

▲ In the event of a major attack on the United States, this command post could be used by the STRATCOM battle staff to direct the response by U.S. nuclear forces.

◀ Air Force Capt. John Welch goes through a pre-flight check on a B-52H bomber. The B-52H is the workhorse of the Air Force's strategic bomber wings.

▶ Sailors aboard USS *Nebraska* (SSBN 739) man their boat's diving and ballast station. They are MMCM(SS) Felton Barlow of Eastman, Ga., TM3(SS) Elias Floyd of Dripping Springs, Ariz., MTCM(SS) Kevin Ganns of Bronx, N.Y., Commanding Officer CDR William Hendrickson of Madison, Wis., SKSN(SS) Brian Benson of Fairfield, Calif., ICC(SS) Terry Strader of Cythiana, Ind., and MM1(SS) William Day of Accident, Md.



Photo by Thomas P. Salley

“I believe these weapons remain blunt instruments of last resort, but we must retain a measured ambiguity.” —

**ADM Henry Chiles,
CINCSTRAT**

Who has the bomb?

United States
Russia
China
Ukraine
Kazakhstan
Belarus
India
Israel
Pakistan

Who's trying to get it?

Iran
Iraq
North Korea



simply could not accept the consequences of launching a major attack against the United States or its allies."

Since the Cold War ended and the Soviet Union dissolved, the Navy and the Department of Defense have taken another look at missions and how the military does business in general. STRATCOM has also taken a close look at its new post-Cold War mission.

"With the Soviet Union gone, we probably have a more unstable world today," said Chief Radioman (Submarines) Frank R. Vick, from Lewiston, Mich., in STRATCOM's command, control and communications division. "Weapons of mass destruction such as chemical, nuclear and biological weapons, are proliferating around the world, and pose an even bigger unknown threat than the Russian Bear did in the Cold War."

At the same time the world grows more unstable, the United States, Russia and several former Soviet republics are dramatically reducing nuclear weapons as agreed to in the START I treaty. Negotiations for further reduction of the world's nuclear arsenals are ongoing.

STRATCOM is actively involved in reducing nuclear arms. The command is the principal voice providing advice to the Chairman of the Joint Chiefs of Staff and the National Command Authority on the implications of international arms control agreements.

"I believe we have a substantial contribution to make to the overall arms control debate and determining how the country ought to draw down in the future," Chiles said.

"It's not just a question of what we're going to do now and next year. We're trying to look years out into the future and think how arms control may develop and how we ought to position the country to be ready for that.

"The United States can reduce its nuclear forces as long as we never, ever get to the point where a foreign power believes it can knock out the United States, or our allies, with a major military attack," Chiles said.

The number of nuclear warheads in the U.S. military today is almost half the number available during the height of the Cold War. In 1960, there were 68 U.S. bases with a strategic mission around the world, many of them in Europe. By 1997, there will only be 14 bases that support STRATCOM's mission, all within the United States.

The Navy's leg of the triad, the SSBN force, has been cut by more than half. By 1998, there will be 18 SSBNs, down from 41 at the height of the Cold War.

"We are drawing down. We've come a long way," Chiles said. "We are definitely leading the drawdown. I think we

◀ CDR Robert J. Lauderdale of Fresno, Calif., the mission commander, and Air Force Staff Sgt. Holly J. Williams from Buffalo, N.Y., an emergency actions controller, practice coordinating a strategic operation aboard the Air Force's EC-135 *Looking Glass* aircraft. The jet would serve as STRATCOM's airborne command post during a nuclear war.



▲ AT1(NAC) Michael W. Shook of San Antonio, Texas, LT Nancy E. McCormick of Woodbridge, Va., and RM1(NAC) Victor A. Street of Rehobeth, Del., operate the communications systems aboard an E-6A TACAMO aircraft from Fleet Air Reconnaissance Squadron 3 based at Tinker Air Force Base, Okla. The jet provides survivable communications links to STRATCOM and the National Command Authority during strategic operations.

can do that with a high degree of assurance that we have a balance with Russia while we're doing it."

It is more than compliance with treaties that's driving change in today's strategic forces. In a changing and uncertain world, STRATCOM is also involved in devising strategies for nonproliferation – keeping weapons of mass destruction from spreading into more countries.

STRATCOM was created in June 1992 as the ninth unified command. It streamlined planning, targeting and command of the

► IS1(AW) Earl R. Flack of Chester, Pa., is the leading petty officer of the STRATCOM Intelligence Center's Defensive Section Team. Flack and his colleagues provide reports on 75 percent of the world's air defense capabilities.

nation's nuclear forces, placing control of these forces under one commander, CINCSTRAT.

"I never thought in my Navy career that I'd be stationed in Nebraska, here at STRATCOM headquarters," said Operations Specialist 1st Class (Surface Warfare) Henry Frazier, Jr., from Early Branch, S.C., who works in STRATCOM's operations division. "Sailors here are unique. People here in Omaha treat us as something special.

"It was a good career move coming to STRATCOM," he said. "The experience and knowledge, especially about computers and computers systems, I've gained here will definitely help me in the future – help me further my Navy career." †

Stephens is a photojournalist for All Hands.



Maintaining excellence

The Sailors who keep the Navy running

Story and photos by JO1 Ray Mooney and JO1 Ron Schafer

They keep the ship steaming along but you won't find them on the bridge. They put the aircraft in the air but they don't sit in the cockpit. Throughout the fleet, people depend on them but you won't find them watching radar scopes or erecting new buildings. They are the Navy's maintenance personnel. We rarely see them working behind the scenes, but without them, the mission simply cannot be accomplished.

The role these men and women play in fleet readiness is vital and goes beyond just fixing something that is broken. Their work is done at different levels, from fixing that broken piece of gear to repairing individual components.

For instance, when an aircraft engine develops oil contamination problems, a squadron needs to know if those problems are caused by their aircraft or the engine itself. To find out, the engine is removed by squadron mechanics – operational or "O" level maintenance – and transferred to an intermediate or "I" level maintenance facility for testing.

To Aviation Machinist's Mate 3rd Class Lisa Kight, a test cell operator, the first priority when an engine arrives at the Aviation Intermediate Maintenance Department (AIMD), Naval Air Station, Norfolk, is deciding whether to run it on the test cell and verify a problem or send it straight to the shop. "A lot of times, it comes through us to check certain problems that [the squadron may] have."

Kight, of West Milford, N.J., said maintenance may even be performed on an engine while it is on the test cell, adding another rung to the maintenance ladder. "Some of our people in the test cell are also CDI (collateral duty inspector) qualified," she said. "Sometimes we do the work ourselves."

The surface fleet's maintenance program operates much the same way. Shipboard maintenance personnel are

considered "O" level while the shore-based Ship's Intermediate Maintenance Activity (SIMA) is the "I" level activity for surface ships.

Submarines, in the past, have been dependent on submarine tenders for their "I" level maintenance. As decommissioning looms on the horizon for the remaining AS 36 and AS 39 tenders, subs will transition to a shore-based intermediate maintenance activity.

The most important part of the Navy's maintenance system is avoiding repairs. The planned maintenance system (PMS) prescribes periodic checks – hourly, daily, weekly, monthly or yearly – to stop major problems before they occur. Some checks are as simple as a visual inspection or minor servicing, while others mean complete disassembly, overhauls or scheduled replacement of components. PMS is often the primary maintenance output for some personnel.

"We spend the bulk of our time on preventive maintenance," said Electronics Technician 2nd Class Harold L. Duffey, a lead maintenance technician for the AN/SPS-49 long-range air search radar aboard USS *Kitty Hawk* (CV 63). "On the rare occasions when the radar goes down, then we drop everything and do that."

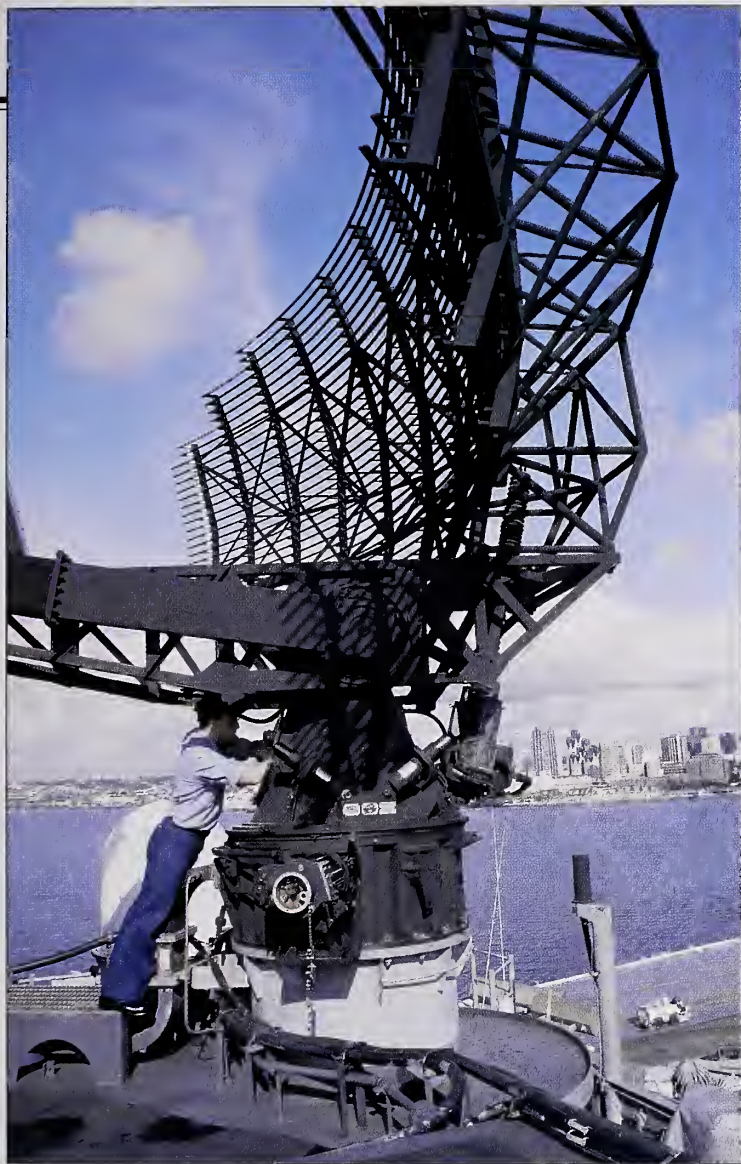
According to the Tucson, Ariz., native, doing PMS at sea can be difficult since the radar is constantly in use. "The first day in port is PMS day and we take care of all our PMS," he said. "While we're at sea, we leave the radar up all day for operational commitment and then, when we're in port, it's down – maintenance time."

PMS, however, will differ depending on the equipment and its mission.

"Our system is different because most of our equipment is not operational 24 hours a day, seven days a week, like on a ship. It's only used for operational purposes," said



HTFN Brian D. Hoffmeister (facing camera) from Portland, Ore., and **HT2 John M. Addison**, from Los Angeles, attach an air compressor to sand blasting equipment at Naval Amphibious Base Coronado, Calif.



◀ ET2 Harold L. Duffey, from Tucson, Ariz., performs a maintenance check on USS *Kitty Hawk's* (CV 63) long-range air search radar.

Utilitiesman 2nd Class Orlando E. Valenzuela, the UT shop supervisor for Amphibious Construction Battalion 1, Naval Amphibious Base, Coronado, Calif. "Most of the time, it's in storage. It doesn't make much sense to do a PM, like the fleet does – weekly, monthly – so we do an annual PM. Or we go hourly. It's either-or, annually or every 100 hours."

According to Valenzuela, a native of Ontario, Calif., preparing equipment for storage involves its own unique maintenance. "We put it in storage-type maintenance. After it's done with its regular PM, if it's not going to be used for any type of operation, it will be stored. We actually break it down to where if there is any oil or any kind of lubricating that needs to be done, we'll do it. We'll put more oil in, then put it in a storage space."

Maintenance personnel take great satisfaction from their work and their role in fleet readiness. However, working out of the limelight sometimes makes recognition difficult.

"It's just part of the job," said Gas Turbine Specialist (Mechanical) 2nd Class Billy Ray Hunter of Morganton, N.C., a supervisor in Main Engine Room 1 aboard USS *Ticonderoga* (CG 47). According to Hunter, when recognition comes down through the chain of command, it says a great deal to each member of the maintenance team.

"When we've had a great underway period and nothing broke down – we just had to do PMS – they let us know that the engine room did a good job ... we're dependable. They know that when they hit the button, the engine is going to turn."

"If it does break down, you've got several supervisors who come down and question your job," said Valenzuela. "But then if you do your job properly and nothing happens for the whole op, you're really not glorified for it. There is a certain pride in it, though, because you know that you've supported 600 people. When I write that down on my eval, I take pride in that. I don't really have to be in front of the show."

They're known as "snipes," "twidgets," "ground pounders" and "A' gangers." They fix it when it breaks but spend just as much time trying to keep it from breaking at all. They are the Navy's maintenance personnel. Working behind the scenes, out of the spotlight, they keep the Navy on the move. †

Mooney is a San Diego-based photojournalist for All Hands. Schafer is a Norfolk-based staff writer for All Hands



▲ AD3 Michael C. Herron (left), of Fresno, Calif., and AD3 Lisa M. Kight, of West Milford, N.J., connect a T-64-GE-416A engine from a CH-53 helicopter to the test cell for a functional check at the Aviation Intermediate Maintenance Department, Norfolk.

Sweat Week

Story and photos by
JOC Warren A. Patton



In the spirit of true camaraderie, Sailors from USS *Mauna Kea* (AE 22), USS *Mount Hood* (AE 29), USS *Flint* (AE 32) and USS *Shasta* (AE 33) came together in February to test their mettle during Surface Warfare Training Week (SWTW) 95-1, a semi-annual event commonly referred to as "Sweat Week."

SWTW tested Sailors' shipboard skills, which included motor whale boat operation, maneuvering board plotting, rules of the road knowledge and application, ship handling fundamentals, damage control and accident/incident reporting procedures, medical casualty response and combat communication drills.

Realistic scenarios were used to evaluate the proficiency and response time of participants across a broad spectrum of shipboard activities. Played out under sunny skies, these activities also provided a recreational outlet for those men and women participating.

▲ USS *Flint* (AE 32) fire fighters don their equipment during the fire fighting ensemble competition.

► DC3 Alfonso Resendez, of Oakland, Calif., and DCFN Melissa D. Warrick, of Nashville, Tenn., compete for USS *Shasta* (AE 33) in the pipe-patching contest

The Surface Rescue Swimmer competition consisted of a written test, a survival and rescue drill and a relay swim. Seaman Richard D. Gardis, a Bremerton, Wash., native assigned to *Mount Hood*, smiled as he spoke of having to face his fellow search and rescue (SAR) counterparts in the swimming competition. "I never met any of these other SAR swimmers until today, but I can tell you that this competition has been great. It gets us all together to share our experiences and talk shop."

The action shifted from pool to pierside, where ship handling skills were put to the test in the small boat

regatta. Whale boat crews were graded in four specific areas: crew appearance, accommodation ladder landing procedures, emergency steering and the material condition of each boat.

"The real benefit of this type of training is that it helps us gauge response time in man overboard situations," said CDR Edmond C. Caviness, senior inspector for SWTW. "The same techniques apply whether the motor whale boats make an approach to a ship or a man in the water. The only difference is the safety of the person compared to the safety of the side of the ship."

According to Caviness, safety is paramount during the drill. "That's why we simulate the loss of steering and monitor how safely the boat crews navigate to the designated area."

The Damage Control (DC) Olympics featured a fire-fighting equipment drill, a repair locker plotting drill, an investigator scavenger hunt and a pipe-patching drill.

The fire-fighting ensemble race not only tested response time in donning fire-fighting equipment, it also emphasized the necessity for teamwork, as six-person teams worked frantically to put on knee-high boots, flash hoods, fire-fighting suits, gloves and helmets.

Damage Control Fireman Monica Fountain, a San Antonio native assigned to *Shasta*, said the drill "was very realistic and reminded me of the training I received in boot camp."

The competitive nature of the DC Olympics was obvious as crew members rallied in support of their fellow ship-mates. "It's not as important for my guys to win, as it is for them to pull together as a team," said LTJG Anna M. Soave, damage control assistant for *Mauna Kea*. Soave's team won the DC Olympics, with *Shasta* finishing second.



BM2 (SW) Jim H. Walderson, of Austin, Texas, and SN Garth J. Baugh, of Bennington, Kan., both USS *Mount Hood* crew members, use their teeth to secure knots during the boatswain's mate competition.

Rodeo: surface warfare style

Story by JO3 Bill McCoy

No bucking broncos or wild bulls were involved in this rodeo round-up. Instead, Sailors driving fork trucks navigated an obstacle course of pallets and cardboard boxes, while carrying a dummy load on the front end.

At the end of the obstacle course, two flight deck crewmen waited with a cargo net to rig the dummy load for vertical replenishment.

Points were deducted for safety violations, backing up and bumping into any of the obstacles.

After the drivers cleared the maze, the rodeo became a race to see which team could place the load on a cargo net and properly rig it the fastest. The team from USS *Mount Hood* (AE 29) ran the load through the maze and hog-tied it to place first. USS *Flint* (AE 32) and USS *Mauna Kea* (AE 22) placed second and third. ‡

McCoy is assigned to PAO, COMNAVBASE San Francisco. Austin is assigned to USS Flint (AR 32).



Photo by BM2 Bill Austin

GM3 Christopher J. Jusino, of the Bronx, N.Y., represents USS *Flint* (AE 32) during the fork truck rodeo.



An all-hands gathering concluded the busy four-day festival and featured a sea-story competition, a talent show, chili cook-off and a cake-decorating contest, followed by an awards presentation.

After all the points were tallied, *Flint* emerged as the new Bay Area Surface Warfare Training Week champion, edging out *Mauna Kea* by two points. The narrow margin of victory showed the intense level of competition displayed throughout the week and was symbolic of the pride Sailors had for their ship.

"This competition was outstanding in that it provided an excellent vehicle for our people to get out and meet each

BMSN Jeffery B. Unbehaun, USS *Flint* (AE 32) launches his life ring as BMC (SW) Robert W. Jackson and LT Patrick T. Frazier grade his throwing form.

other and use the training they've learned," said Boat-swain's Mate 2nd Class Robert W. Jackson, of Fairfield, Calif. "These types of events give us a great opportunity to evaluate our battle readiness, not to mention the fact that it improves morale and fosters great camaraderie among our Sailors." †

Patton is assigned to public affairs office, COMNAVBASE San Francisco.

and the winner is ...

Tall Tales

Story by JO3 Bill McCoy

Many people roll their eyes when they hear the beginning of a sea story, but some Sailors believe the [often] very tall tales provide a useful tool for training younger Sailors who are still wet behind the ears.

"I use sea stories for training," said Boatswain's Mate 2nd Class (SW) Harvey L. Henley, a USS *Flint* (AE 32) Sailor from Birmingham, Ala. "When I'm training Sailors and their attention starts to wander, I'll tell a good story. It helps with the training and gets their attention again."

Sea stories are also told for entertainment, according to Atlanta native CWO3 David A. Zimmerman, who won the training week's Sea Story Competition.

"My story was intended as a joke about the working relationship between boatswain's mates and the navigation crew," explained Zimmerman.

Regardless of whether sea stories are being told for training or recreation, they are an integral part of life in the Navy and no tour aboard a ship would be complete without picking up a few. ‡

McCoy is assigned to public affairs office, COM-NAVBASE San Francisco.

Now pay attention. This is the truth and you might even learn a few things.

It was a time not so long ago, on a ship far, far away, on a blustery day in Hampton Roads [Va.] – the kind of day when you would like to take a sock and stuff it into the IMC speaker and forget about the day's work ahead. However, this was not that day. My buddy "The Gator," a friend who needed the check in the block to draw sea pay, had to brief today's agenda – a "precision anchorage."

Brief conducted, all checks made, we headed out to complete our mission. As we neared the uncharted "X" that marked the magic spot, we tripped the stopper and stood by the brake. Shortly thereafter, the order came from the bridge, "Let go the starboard anchor!" The brake was released and away the 30-ton behemoth raced to the bottom.

I gave the order to set the brake. The mechanical brake failed, the electrical brake failed, the emergency nitrogen charge was lit off – still no luck.

Thinking quickly and without hesitation, I grabbed the runaway chain with my mighty pythons. I gave it a death-gripping hug, the kind of hug you give your sweetie after you've been gone for six months.

As the chain rifled through my arms it dragged my 6-foot, 4-inch, 240 pound hulken body 16.2 feet into the awaiting bulkhead. POW!!! And then a quiet calm came over the fo'c'sle. Through the dust and the rust that came out of the chain pipe, I opened the corner of my left eye and peered down at my hands.

AUGHHHHH!!! I screamed, "MY HANDS, MY HANDS ARE ALL BLEEDING AND RED!!! I composed myself and opened my right eye, and saw that I had stopped the runaway chain and it was the danger shot that I had hold of.

I told my phone talker to call the bridge and tell the captain to blow the whistle, we are anchored. I took the remainder of the chain, went around the elephant's toe, and tied a bowline on a bite around the bits. I went to have a cup of coffee and thought – "Just another day in the life of the Fleet's Finest Bos'n." ‡

CWO3 David A. Zimmerman

Ship's Bos'n

USS Mauna Kea (AE 22)

Crew of USS *George Philip* takes PT seriously

Story and photos by JO1 Ray Mooney

Let's face it. Physical fitness is not at the top of everyone's list. Some people just don't have the time or the inclination to work out.

But, mandates from the CNO can alter one's personal perspective. And in the case of USS *George Philip* (FFG 12), the whole crew's perspective got altered at once. Now they knock off at noon to dress out, are on the pier at 12:15 and are back aboard by 1:00, give or take a minute or two for stragglers.

"We exercise Monday, Wednesday and Friday, if schedules permit," said Chief Gunner's Mate (SW) Roger D. Dunbar of Winter Haven, Fla., physical readiness training coordinator for the San Diego-based frigate. What is peculiar is that the whole crew, top to bottom, gets out on

the concrete pier and does it together.

"Everybody who is not in the duty section or doing a job that absolutely has to get done is down on the pier," Dunbar explained. And if you're not on the muster sheet, and there's no good reason for it, the XO and CO will know about it that evening.

The routine is pretty standard, but it gets progressively tougher. Simple calisthenics, push-ups, crunches and the standard 1.5-mile run were the starting point when the program began in December. Now the crew averages 100

LT Gus Eady, from Fairfax, S.C., pumps out push-ups with the rest of USS *George Philip's* crew.





The crew of USS *George Philip* (FFG 12) works out on the pier at Naval Station San Diego.

"I smoked for about five-and-a-half years and this is probably the best thing for me."

– QM3 Jared A. Sotuyo

push-ups and 200 crunches every session, and the run averages three miles.

"We break up the push-ups and crunches into three or four sets," said GMG2 George L. Conley, the assistant PRT coordinator from Hazelhurst, Miss. "When the program first started, we would begin with 20 push-ups, but now we start with 40. Eventually we'll get up to 50 push-ups starting out."

Their run makes the PRT seem like dessert. "When [the crew] gets out here and knows they can run three miles every other day, a mile-and-a-half is a piece of cake," said Dunbar.

And how does the crew feel about all this?

They were grumbling at first, according to Dunbar and Conley, but here are the facts: It's incorporated into working hours so it's just another part of your job, and no one can

deny the fact that regular exercise makes you feel better.

"I smoked for about five-and-a-half years," said Quartermaster 3rd Class Jared A. Sotuyo, "and this is probably the best thing for me," said the Omaha, Ark., native. "As far as physical condition, I was going downhill." Now he has quit smoking and has started exercising on his own in addition to the ship's program. "It's kind of a kick-start. It gets people going and then they do it on their own."

And doing it on their own will be important when the ship sets sail. Stationary bikes, stair-steppers, rowing machines and weights are available on the ship, but only those people on weight control are monitored while the ship is under way, according to Conley. Conflicting schedules make it impossible to administer a program like this when the ship is at sea. "Everybody is on the honor system then," he said. "But if you cheat yourself while you're under way, you know that when we get back into port and start doing it again, it's going to hurt." ‡

Mooney is a San Diego-based photojournalist for All Hands

Homewrecking for housing upgrades

Story by JOC(SW) Jim DeAngio

It was great," said Electronics Technician 3rd Class (SS) Bruce Himmerick as he watched a Navy under secretary and an admiral bulldoze an exterior wall into his former living room. "We need new homes. It should have been done a long time ago."

The high-powered homewreckers were Under Secretary of the Navy Richard Danzig and Pacific Fleet Commander-in-Chief Admiral Ronald J. Zlatoper. The two took a shot at the first of 100 Moanalua Terrace homes to be demolished as part of a 13-month, \$13.2 million quality of life project at Pearl Harbor, Hawaii.

The event kicked off a \$130 million multi-phased plan to demolish and rebuild all 752 housing units at Moanalua under Navy Neighborhoods of Excellence guidelines.

The Navy housing upgrades were born on paper several years ago when Zlatoper was Chief of Naval Personnel. "It's not very often that you win a fight in Washington and get to come out and see it to fruition like this."

Family quarters on the islands needed lots of work and Danzig said the funding story illustrates how committed Navy and congressional leadership is to improving Sailor's quality of life.

Navy Secretary John Dalton ordered the \$40 million annual housing budget in Hawaii doubled. "His response was 'Why can't we go further,'" the under secretary said. "The budget was (eventually) increased to \$120 million from a base of \$40 million. That's \$10 million every month for Navy housing."

When you look at the more than 8,000 housing units there, Danzig said, that figure becomes very dramatic. "That's \$15,000 per unit for the year ahead, to raise the quality [of Navy housing here] to equal the quality of our people."

SECNAV Dalton toured Navy housing in Hawaii and was pleased to tell Sailors that Navy's commitment to housing improvements is real. "It's not a one-year situation," he said. "We realize it's going to take a while to renovate and improve the housing generally in our Navy Department. You have my commitment that we will continue that."

Zlatoper said leadership can say people are important all they want. "Until we show them," he said, "these words are hollow. This action with the bulldozer certainly shows



Former Moanalua Terrace tenants STS1(SS/SW) Joe Costello (left) and ET3(SS) Bruce Himmerick, their families and former neighbors had some mixed emotions about the demolition of their old homes. "I'm kind of sad and happy to see the house go down," said Himmerick. "My baby was born there and it was our first house in Hawaii. But, at the same time, I'm glad the Navy is doing something to improve quality of life."

Navy leadership's commitment to Navy people."

It surely meant a lot to former resident Annita Bartlett, wife of Boiler Technician 3rd Class Ronald Bartlett. "It was wonderful; anything to improve the housing. I'll miss the community spirit, but I won't miss the house."

The demolition began in Moanalua Terrace, Hawaii, but isn't the only housing action planned on Oahu. Other initiatives include taking care of a \$250 million maintenance backlog, replacing 1,900 homes and revitalizing 2,600 more to meet Neighborhoods of Excellence standards. In the next 11 years 4,500 housing units – more than half of the Navy's 8,000 units in Hawaii – will be new or revitalized.

At Pearl City Peninsula housing, ground breaking will take place in April for 164 new units to be built adjacent to existing housing. The two, three, and four bedroom homes targeted for junior enlisted personnel, are slated to be built, along with a new community center, by March 1997.

Part of the same contract are 158 new homes slated for Miller Park, across from the Navy Aloha Center. Construc-



Photo by JOC(SW) Jim DeAngio

Out with the old... This 40-year old Taylor Street unit was the first to be demolished at Moanalua Terrace. The cinder block structure is just one of 752 units to be demolished here and replaced with brand new housing.



Photo by J02 Robert Benson

... and in with the new. The new Moanalua Terrace houses will be similar to these modern units built recently in nearby Doris Miller housing. Now under way, Phase I of the demolition and replacement project will cost \$13.2 million and should be completed by next March.

tion there is also expected to be completed in March, 1997, at a cost of more than \$44 million (when combined with Pearl City Peninsula construction).

Longer range plans call for an additional 122 replacement units to be built in Moanalua Terrace in 1996, with 250 more built in 1997, and at least 300 additional replacement units to be built on Oahu each year between 1998 - 2001.

An entire neighborhood revitalization program is scheduled next year for 60 housing units at the Naval Computer and Telecommunications Area Master Station, Eastern Pacific for 18 units at Naval Magazine Lualualei, and for 160 units at Pearl City Peninsula. The FY96 total for the 238 "revitalized" homes is nearly \$30 million.

Revitalizing a home means that a house is brought up to

present electrical and plumbing standards and is made comparable to contemporary standards, in kitchens, bathrooms, family rooms, phone and cable connections. It also ensures the neighborhood is brought up to contemporary standards equivalent to Neighborhoods of Excellence by landscaping, lowering street lights and adding "tot lots." ‡

DeAngio and Benson are assigned to the public affairs office, Naval Base Pearl Harbor.

Hollywood ... arriving!

Story and photos by JO1 Ray Mooney

It looked like a normal day aboard USS *New Orleans* (LPH 11). Well, maybe the white SH-3 helo on the flight deck looked a bit out of place. And maybe there were a few more crew members topside than you would expect on a clear Saturday morning in port in San Diego.

Okay, and maybe Ron Howard and a complete movie crew aren't your most common sights aboard a ship. But other than that, it was pretty routine.

"Basically it was the same as any other day in the Navy," said Interior Communications Electrician 3rd Class James Marcum, of Cincinnati. "It's a lot of hurry up and wait."

Several dozen crew members were cast as extras in the filming of "Apollo 13," a Ron Howard film based on astronaut Jim Lovell's account of the *Apollo 13* mission. An entire Saturday was spent shooting one of the film's final scenes, a segment that will run only a couple of minutes in the movie.

"Film making is made up of a series of images," Howard said. "Think about how long it takes any group of people to coordinate anything, even a group photo, and then multiply it by 15 or 20. That's what a day's work is like for us."

"It's tedious, but we're getting through it," said ABH2 David Forsman, another extra cast for the film. The Great Falls, Mont., native is an aircraft director and just



Astronauts from the *Apollo 13* mission exit the helicopter after landing aboard USS *Iwo Jima*. (Well, actually they're actors Wil Paxton, Tom Hanks and Kevin Bacon, and the ship is really USS *New Orleans*, but hey, it's Hollywood.)

happened to be on the flight deck when the call went out for extras. "It's not really tough, but it's definitely different. It's been fun. I got a lot of pictures and talked to a couple of the actors."

Filming aboard *New Orleans* lends authenticity to the film, something Howard wanted for the movie. "When we realized the opportunity might be there for us to be this authentic, to actually film on a sister ship of the one that picked up Lovell and company, we thought we should pursue it," Howard said. USS *Iwo Jima* (LPH 2) was the actual ship used for recovery of the *Apollo 13* command module. "Given the size and scope of the Navy and its mission, I think they have been more than cooperative and supportive of the project."

The few dozen crew members who will actually be seen in the movie certainly supported it. According to Forsman, "It's a heck of a way to spend a day off." ‡

Mooney is a San Diego-based photojournalist for All Hands.



Ron Howard with CAPT Steven Tomaszewski, commanding officer of USS *New Orleans*. To the right of Howard is actor Tom Hanks.

America's first disaster in space

Story by JO1 Ray Mooney

Twenty-five years ago the world was transfixed by the first disaster in space. A huge oxygen tank aboard *Apollo 13* blew out. Oxygen mixed with hydrogen was supposed to supply electricity to power the capsule's systems, but instead, with most of the oxygen gone, the capsule took off in space with the three astronauts aboard, and the dozens of technicians on Earth were left scrambling for a way to bring the capsule home. An audience of millions awaited the outcome.

Among those glued to the tube was now-retired CAPT Charles B. Smiley, then a commander and SH-3 helicopter pilot aboard USS *Iwo Jima* (LPH 2). It was to be his job to pluck the astronauts from the sea if and when they made it safely home.

"Originally we thought we might not have a mission for the helicopters," Smiley said. The first news about the spacecraft and its electrical system was not good. "With some of the first information back, we seriously wondered whether we were going to have anybody to pick up."

But the tide turned in space. Through a complicated mix of conserving resources in the capsule, running simulators on the ground and jury-rigging the space ship's systems, the astronauts were brought safely back into the atmosphere.

The NBC network was aboard *Iwo Jima* the day of the

splashdown, according to Smiley, and told everyone the world was watching. "The NBC producer walked into the ready room right before we took off," Smiley said. "He said because of the explosion and the high degree of interest in the country, this would be seen by about as many people as have ever seen any event on television."

"I remember the thought drifted through my mind that I wanted to be very certain to put the wheels down before we landed," Smiley added. "I didn't want to make a wheels-up landing in front of that many people."

He didn't. And the next day he flew Jim Lovell, the *Apollo 13* commander, into Pago-Pago, American Samoa. "The astronauts were very valuable commodities," Smiley said. "Instead of putting all three of them in the same helicopter, we put one in each of three helicopters. We figured it was a little safer that way."

Smiley was a guest of the "Apollo 13" movie crew last November. The cast and crew were aboard USS *New Orleans* in San Diego to film one of the movie's final scenes. "When I drove into the naval station today and saw old 66 up on the flight deck, it was *deja vu* all over again," Smiley said. The side number of Smiley's helo aboard *Iwo Jima* was 66, and a vintage aircraft was repainted for the film. ‡

Mooney is a San Diego-based photojournalist for All Hands.

Sailor sets sights for '96 Olympics

Story and photos by JO1 Ray Mooney

Can you imagine 800 pounds pressing down on your shoulders, or 500 pounds resting squarely on your chest? That would squash most of us like a bug.

Add a 700-pound deadlift and you've got a combination that may make Machinist Mate 1st Class (SW) Thomas E. Bonner famous.

Bonner, a 5-feet-9 inch, 265 pound, Jeffersonville, Ind. native, routinely performs Herculean squats, bench presses and deadlifts that make him a world-class powerlifter. With only three competitions under his belt – a first-place finish in the California state championships, a fourth-place finish

in the nationals and a second-place finish at the military championships – Bonner has made his mark in a sport he's been reunited with for less than a year.

A previous stint at powerlifting 10 years ago ended when he realized he couldn't compete against lifters using steroids. The advent of drug-free powerlifting associations and a glance at a weightlifting magazine was enough to get the fire burning again.

"I looked at the stats and I couldn't believe it," Bonner said of the weights being lifted by powerlifters in the magazine. "These guys are winning state championships

MM1(SW) Thomas Bonner performs a squat in the 1994 Military Powerlifting Championships at Vandenberg Air Force Base. This lift was good for 726 pounds.





Bonner spiritually prepares for his second lift on the bench press.

and I can do that right now.”

“When I joined the Navy I weighed 160 pounds,” Bonner said. “I came out of boot camp at 195.” The weight room aboard USS *Blue Ridge* (LCC 19), his first command, helped him maintain the muscular physique he had from high school gymnastics, track, football and diving.

His size and strength have made him a formidable opponent in powerlifting, although he admits he has a long way to go. “Through brute strength I’ve been able to deal with the lack of training,” Bonner said. “Your technique isn’t very good until you’ve been in the sport for two or three years.”

That technique must come, however, for Bonner to achieve his goal of competing in the 1996 Olympics. “The mistakes I’ve made are mistakes you have to experience to understand,” he said. “I learn from them and get better.”

“The mistakes I’ve made are mistakes you have to experience to understand. I learn from them and get better.”

**– MM1(SW) Bonner,
powerlifter**

With his five sons and their future in mind, Bonner devotes the first hour of every workout to aerobics and calisthenics. “My heart and lungs are in good shape,” he said. “I look at it as impacting the overall longevity of my life. I would hate to have my boys raised by someone else because I didn’t take care of myself.” Bonner grew up without his father, who died of a heart attack when he was 35 years old.

As imposing a figure as Bonner is in the weight room, his greatest strengths are perhaps his simple love for his family and his religious faith. “I wouldn’t be where I am today without God’s strength and understanding, and the support of my wife and family,” said Bonner. “A strong support system is what makes or breaks a champion.” ‡

Mooney is a San Diego-based photojournalist for All Hands.

Smokeless tobacco: What can it do to you?

Story by Dennis L. Everette

If you can't light up, take a pinch," emphasizes a commercial advertisement. Smokeless tobacco ads in magazines try to make chewing and dipping look good. But what's in it for you?

Tobacco chewing involves placing a portion between the cheek and gum for extended periods of time. Snuff/dip is cured, ground tobacco in dry or moist forms. The user keeps a small amount (pinch) tucked between the lip and gum, between the cheek and gum or beneath the tongue. Chewing tobacco is loose leaf, plug or block tobacco. Plugs and blocks look similar to beef jerky. A piece is bitten off, chewed, then packed between the cheek and lip.

So what's in it for you?

The American Cancer Society said it's bad for your health. It causes cancer in the mouth, cheeks and gums, and gives you cavities, sore gums, bad breath and stained teeth.

The organization said people who chew or dip can't smell or taste food well. So they add extra salt or sugar to food ... causing other health problems.

Yeoman 1st Class Billy McDonald, stationed with the National Naval Medical Center, Bethesda, Md., took his first pinch when he was 10 years old at home in Alabama. Looking up to his uncle and other men in the area, McDonald said he "took a big piece of it and packed it in his mouth. I wanted to be like the big boys."

Everybody was out washing cars and chewing tobacco. He got sick but still did it on and off, never really quitting. "It's amazing how habits can start. It starts little — it doesn't start with anything big," he said.

Now his dentist is hounding him about quitting. He is going to lose a tooth and part of his gums because of smokeless tobacco.

According to a brief prepared by

retired Senior Chief Hospital Corpsman Doreen J. Gagnon, 14.5 percent of Navy personnel use smokeless tobacco. Gagnon, who works in the health promotion field at Marine Corps Base, Camp Pendleton, Calif., said, "Smokeless tobacco use decreased in all military services in the past six years, except for the Marine Corps, where there was a 2.3 percent increase. Thirty-six percent of all Marines and 47.4 percent of Marines between 18 to 24 use smokeless tobacco."

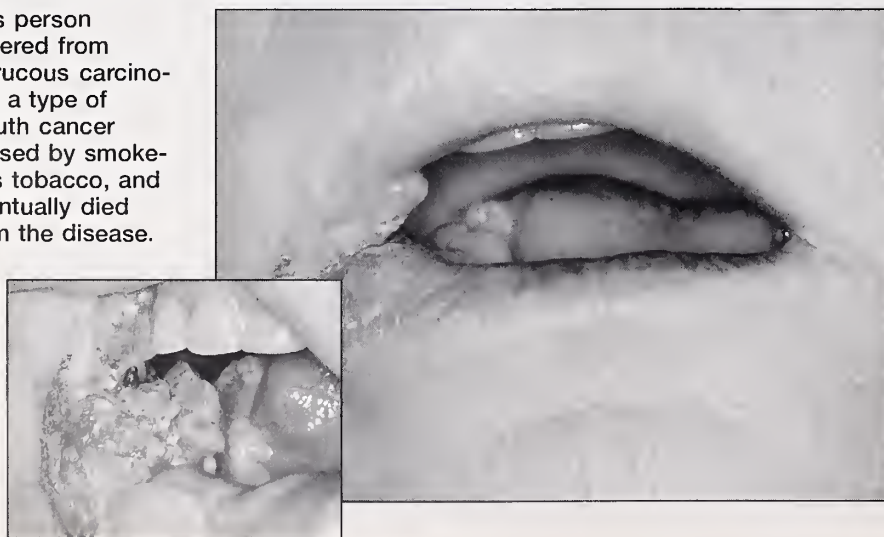
Army Lt.Col. Michael C. Chisick did a study on the prevalence of smokeless tobacco use by military teen-age family members. He found that 28 percent of teenage males had tried smokeless tobacco, with 5 percent of males reporting current use.

Data for the study came from self-administered tobacco use questionnaires completed by 1,081 female and 1,176 male students attending post middle and senior high schools (grades 6 to 12) at Forts Knox and Campbell, Ky. The study was done in February 1989 and published in *Military Medicine*, 1992.

A report titled, "Psychosocial Factors Influencing Smokeless Tobacco Use by Teen-Age Military Dependents" was published in *Military Medicine*, February 1994, written by Army Lt.Cols. Stephen Lee, Thomas Raker and Chisick.

That report states that the strongest explanation for trying smokeless tobacco among youth was having tried smoking. Males who have tried smoking were 7.4 times more likely to

This person suffered from verrucous carcinoma, a type of mouth cancer caused by smokeless tobacco, and eventually died from the disease.





Did you know?

NAVOP 001/94 states that smokeless tobacco is prohibited during briefings, meetings, classes, formations, inspections, watches and in all other situations not listed where proper decorum is required. This applies to all military and civilian personnel aboard naval installations and vessels.

have tried smokeless tobacco than males who have never tried smoking.

The report concurs with a dozen studies done by others that intervention programs must incorporate social skills and assertiveness training to help teens resist pressures to try or use smokeless tobacco. Parental education should not be overlooked.

Like cigarettes, smokeless tobacco is recognized as a public health problem. According to the National Cancer Institute, smokeless tobacco contains a number of known carcinogens, including tobacco-specific nitrosamine, polycyclic aromatic hydrocarbons and polonium-210, a radiation carcinogen. N—nitrosonornicotine, a nitrosamine shown to be a powerful carcinogen in laboratory animals, is found in far greater amounts in smokeless tobacco than in other forms of tobacco.

As the president of the American Cancer Society recently stated, "Unless action is taken and taken now ... we are on the verge of a wholly avoidable national epidemic caused by the use of smokeless tobacco." ‡

Everette is assistant editor for Navy Wire Service.

Using *Smokeless tobacco* is a dangerous habit

Story by LT Lenny Plaitano

Smokeless tobacco is a dangerous addiction that more and more young people are taking up. The use of snuff and chewing tobacco carries multiple dangers, including a greatly increased risk of oral cancer and heart disease.

* Users have a four times greater risk of developing oral cancers of the lower lip and gums.

* When the cancer is not caught in time, surgery may be required. In some cases, oral cancer causes death.

* Smokeless tobacco can cause increased blood pressure, heart attacks, strokes and kidney disease.

* The abrasive and sugars in tobacco can erode tooth enamel and damage gum tissues. Gums that are irritated by tobacco can turn whiter and pull away from the teeth, leaving roots exposed to bacteria and more prone to decay.

* Smokeless tobacco users become dependent on continued use because nicotine, an addictive drug, gives a "buzz."

* Nicotine is a powerful drug that acts on several parts of the body, especially the pleasure centers deep within the brain. Though many people claim the smokeless tobacco relaxes them, nicotine is actually a stimulant.

* It increases heart rate and blood pressure and it can interfere with hormone and brain activity. It can cause physical and emotional dependence

* As a smokeless tobacco user develops a tolerance to nicotine, more is needed for the same effect. Once addicted, it becomes difficult, but not impossible to stop. Tobacco in any form can jeopardize your health and cause incurable damage.

* Teach your child about the dangers of tobacco. Don't let a dangerous habit start! ‡

Bearings

Oklahoma City crew rallies to help stricken "hometown"

In the wake of the tragic bombing of the Alfred P. Murrah federal building in Oklahoma City April 19, Americans rushed to blood donation centers across the country, providing support to the victims the only way they could – by giving blood.

The scene was no different at the Mid-Atlantic Regional office of the American Red Cross in Norfolk except the donors were a group of area sailors who had a particular stake in this blood drive.

News of the bombing hit *USS Oklahoma City* (SSN 723) during a fast cruise drill in preparation for deployment. "At first," said Radioman Seaman Robert M. Marquez II of Kingman, Ariz., "I thought it was a drill, just another scenario thing that they were giving us. Then they stopped to say this was a real time event, this really happened. Everyone just stopped and just couldn't believe that it had happened."

When the initial shock passed, the crew of the Norfolk-based fast attack submarine knew that they had to do something, even though they were scheduled to deploy within 48 hours.

"We were trying to figure out any way we could to help out Oklahoma City and this was the first thing that most of us could get to," said Electronics Technician 2nd Class Michael A. Thornton of Baltimore, Md. "Things have been sent there from the boat but we came down to give blood and help out our hometown-away-from-home."

Joanna Morgan, the ARC's



ET2 Michael A. Thornton, from Baltimore, Md., gives blood in support of victims of the federal building bombing in Oklahoma City.

manager of donor resources development, said phones began ringing immediately as news of the disaster spread and the crew of *USS Oklahoma City* were among the first to call.

"They called us and wanted us to bring the bloodmobile out for the *Oklahoma City*," said Morgan. "We were not able to provide a separate bloodmobile for the *Oklahoma City*, they are feeding into our public drive and that has just been a phenomenal response."

"Really super," said Cdr. R.L. Snead, *USS Oklahoma City*'s commanding officer, describing the response by his crew. "We had a very strong response not only by the crew themselves but by our wives as well. It's been an almost overwhelming response."

Seeing his shipmates respond so positively to the call had a profound impact on Electrician's Mate 2nd Class(SS) Jeffrey E. Houpt. In addition

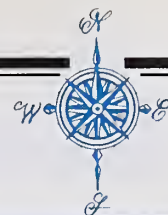
to serving aboard *USS Oklahoma City*, Houpt's hometown is Oklahoma City, Okla.

"This is incredible," said Houpt. "I went to sign up to come over here and give blood and I was about halfway down the second column on the back (of the donor list). Half the crew is coming out. It makes you feel good to know that there's something we can do and that everybody's just turning to and doing what they can. It's great."

The shock felt by the crew was naturally more intense for Houpt.

"It was horrible," he said. "My wife was watching the news. Down the street is the church where she used to go to church, where her parents were married. She worked about five blocks away from there. These are people I know." ✚

Story and photo by JO1 Ron Schafer, a Norfolk-based photojournalist for All Hands.



Big ship visits tiny nation

St. Maarten's citizens are used to having visitors, but they were a little apprehensive when the 97,000-ton USS *Theodore Roosevelt* (CVN 71) dropped anchor in the blue coastal waters off the Caribbean island. The ship's visit marked the first port call of a *Nimitz*-class aircraft carrier to the tiny island, and the residents didn't know what to expect. However, Sailors quickly showed themselves to be friendly visitors.

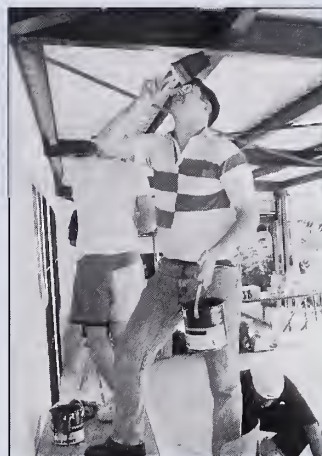
Roosevelt anchored at the Dutch port of Philipsburg, but Sailors were offered free bus rides to the French side of the island. Much of the crew was able to enjoy the relaxing atmosphere and mixed cultures of the island, but some took their free time and put it to use doing volunteer work on Hillside Christian School in Philipsburg.

The work was a joint project of *Roosevelt*'s Command Religious Ministries Department and Jack and

Asha Stevens. Asha is the Hillside superintendent and has been working with the school since 1968. Her husband, Jack, is a retired U.S. Army major.

More than 300 students joined in a song to welcome the Sailors who came to upgrade their school. The volunteers spent several hours chipping paint, prepping metal surfaces and painting trim-work. "It's a tribute to the Sailors' generosity to give up their free time for a community project," said Chaplain (LCDR) Joseph A. Scordo.

As the classes let out for the day, students stopped to talk with the Sailors. They drew pictures of the ship in art class, swamped one hapless Sailor to see his tattoos and marched around shouting "Ahoy!" to anyone with a paintbrush. "It's very good what you do," said Alma Landman, the



HM Michael Parker applies paint to awning supports at St. Maarten's Hillside Christian School.

school's art teacher. "It's a good way to show what type of people the military really are."

After completing the day's work, the volunteers were

treated to a dinner of traditional island dishes: seasoned rice, chicken, salad and fried plantain (a banana-like fruit). "The work done today probably had more positive effect on the attitudes of locals toward America than any other aspect of the ship's visit to the island," said superintendent Stevens. †

Story by MM3 W.B. Smith, photo by PH3 Darren R. Downing, both assigned to the public affairs office, USS Theodore Roosevelt (CVN 71).

Corpsmen treat troops in Tonga

Three Navy corpsmen had every aspect of their training tested recently when they were assigned to provide medical assistance to more than 100 Marines during a combined exercise on the South Pacific island of Vava'u, Kingdom of Tonga.

Upon arrival in Vava'u, the corpsmen quickly set up a field sick bay in a stone blockhouse and according to Hospital Corpsman 1st Class William Stone, the exercise's isolation also presented a major concern with medevac procedures. The closest city with a modern hospital facility was located on the main island of Tongatapu, nearly 170 miles away.

"If we had a serious injury requiring

hospitalization, I would have had to stabilize the person as best as I could with our equipment," said Stone. "Then we would have transported the patient by vehicle to the nearest village. From there, we could acquire civilian assistance to fly us to Tongatapu, where we would radio for a military flight to Hawaii."

Not only were Marines treated, but the corpsmen made their services available to members of the Tongan Army who have no medical support in the field, not even individual first aid kits.

HM3 Paul Ena, a native of Simouli, American Samoa, found "the Tongan and Samoan cultures are very similar. I was really excited when I found out I



HM3 Paul Ena applies a field bandage to Marine Lance Cpl Joe Fitzpatrick, a rifleman, during an exercise on the South Pacific island of Vava'u, Kingdom of Tonga.

would be working here for a month. The Tongans I met were pretty amazed when they found out I'm a Samoan working as a corpsman in the U.S. Navy." †

Story and photo by Marine Cpl. Daniel C. Hottle.

Bearings

Seabees build 1,950 homes for Cuban migrants

Eighty-seven Seabees strong, Charlie Company, 22nd Naval Construction Regiment (Forward), was the primary contractor for the construction of 1,950 strongback tents at the U.S. Navy Base Guantanamo Bay, Cuba. The tents have improved the quality of life for tens of thousands of Cuban migrants.

In the first seven weeks of full production, the Seabees have constructed more than 600 strongback tents. Homeported in Port Hueneme, Calif., the Seabees are assigned to U.S. Naval Mobile Construction Battalion (NMCB) 4.

Deployed to one of the biggest Seabee operations in peacetime, they have made people notice the skills of the Seabees. Petty Officer 1st Class Paul L. Kilgore, one of the crew leaders said, "I've never dealt with a project of this scope ... 1,950 strongback tents is quite a task to pull off."

Just to give you an idea of the work that went into the construction of these strongbacks, it took approximately 200 miles of lumber and enough sheets of plywood to cover 12 football fields.

As the primary contractor, Charlie Company was responsible for the completion of the project. Making it all happen was five enthusiastic crews. They included two platform crews, two wall and rafter crews, and a finish crew.

Chief Petty Officer Clifford A. Taylor, Leading Chief Petty Officer described his crews as some of the best he had

ever worked with. "They've had a tremendous amount of tasking ... especially when you look at roughly 2000 of these strongbacks tents that had to go up in a short period of time. They did a fantastic job."

After a safety lecture they boarded 15-ton trucks and buses for the ride to the job site.

While the crews drew their tools and received last minute orders, the 15-ton trucks departed with interpreters (Spanish-speaking Seabees) to the Cuban migrant camps. One hundred to 120 "honorary" Cuban Seabees joined the crews on a daily basis. It's not surprising to find a teacher, engineer, or carpenter among the Cubans.

Kilgore explained how the first couple of weeks were tough for some of the crew members. "They were getting acclimated to the weather and learning how to run a Cuban crew

◀ SW1 Charles Smith works to build one of 1,950 strongback tents to improve the lives of thousands of Cuban migrants living at Guantanamo Bay.

▼ Seabees put the finishing touches on a group of strongback tents.



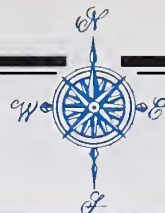
without being able to speak Spanish. That was tough for them, but once they jumped those hurdles they had no problem whatsoever."

The Cedaredge, Colo. native said, "The Cubans were working really well. We put three or four Seabees with about eight Cubans and send them off with the floor, or wall crews."

Taylor added, "The American and Cuban relationship, working together, has been phenomenally successful. We have found out that we have some tremendous skills within the Cubans. It's apparent that a lot of them are excellent in what they are doing."

"Our Seabees have been extremely flexible. A lot of them are very young and haven't been in an operation of this magnitude. They adapted very well and did a very fine job." ▴

Story and photos by JO1 Lorenzo Garcia of NMCB 4 Public Affairs Office.



Cruising for currency

Storekeeper 2nd Class David V. Kaiser is a serious coin collector – so serious that 17 years ago, he joined the Navy so he could travel the world indulging his passion for collecting foreign coins.

His interest in coins began at age 10. "My father gave me a Mexican 20 centavo coin and it just fascinated me," said Kaiser. "That one coin has grown into a collection of nearly 16,000 coins."

His collection has expanded to include more than coins. Kaiser also owns museum quality statuary, art and jewelry. He estimates its worth at about \$200,000.

While it might seem that such a valuable collection would stretch a junior Sailor's pockets thin, it didn't in Kaiser's case. "Most of what I bought, I did so with my Navy paycheck," said Kaiser. "When I was a seaman recruit I bought coins, and those coins are



now the cornerstone of my collection and probably some of the most expensive coins I have. When I was 'single and steamin,' I always had coins or paper money in my locker. Whenever we went to a foreign country, I'd buy bulk."

The Decatur, Ga., native occasionally breaks out the coins for presentations to elementary schools and Boy Scout groups. "I take some of the coins I have two or three pounds of, and give one to each kid," said Kaiser. "It's nice that they can bring something



home with them, and to them it's a treasure, even though it's a junk coin to me."

Kaiser said he gets the most satisfaction from his coins when he thinks of the possible history associated with each one. "Just think of a 4,000-year-old coin," he said. "How many people have held that coin? [Where] has it been? How do I know that Edward VII didn't touch that coin? The military script I have, Eisenhower could have spent during the war. It just amazes me." †

Story by JO2 Kathryn L. Henry, USS Cape Cod; photos by PH2 Craig Peterson, Naval Submarine Base, Bangor, Wash.

USS Enterprise – Generations

On May 18, 1967, LT Robert J. Naughton catapulted off USS Enterprise (CVN 65) in his A-4C Skyhawk for a mission over North Vietnam. Twenty-seven years later, he finally flew back to the great ship.

As part of Attack Squadron (VA) 113, Naughton headed for a bombing raid during the Vietnam War when his jet was shot down by anti-aircraft fire. He was held in a prisoner-of-war camp for more than six years.

Naughton recently returned to Enterprise the same way he left, by aircraft. He made an arrested landing in a C-2 Greyhound aboard the carrier as the guest of his younger brother, CAPT Richard J. Naughton, the commanding officer. Enterprise was

off Virginia conducting exercises.

While aboard, Naughton observed flight operations and toured the ship. One area of particular interest was his old stateroom. In a brief ceremony, Naughton and his brother placed a plaque above the door commemorating his service to the nation.

"This is quite a tribute," he said. "It's nice to be remembered."

It was the first such commemoration on the ship. Enterprise plans to place a commemorative plaque on the stateroom door of each aviator who died or became a POW during the ship's six combat deployments to Southeast Asia.

When Naughton was stationed on Enterprise, the aircraft carrier was just



Robert Naughton dedicates a plaque on his old stateroom door with help from his brother, CAPT Richard Naughton, commanding officer of Enterprise.

six years old. When he toured it again, it was 33 years old.

"Enterprise looks every bit as good as it did back then," he said. "I have a lot of fond memories of this ship." †

Story by JO2 Marc Sorbello, assigned to the public affairs office, USS Enterprise (CVN 65).

Shipmates



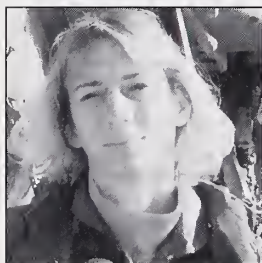
LCDR Terry A. Stambaugh, medical officer for Commander, Amphibious Group 3, was recently selected for graduate medical education in the Anesthesiology Residency Training Program. A native of Worthington, Ohio, Stambaugh will report to Naval Medical Center San Diego for his three-year residency.



Dr. Vinod S. Agarwala, senior materials scientist and group leader, Aerospace Materials Division, recently became a Fellow of the American Society of Metals. Agarwala, a native of India, was recognized for his outstanding achievements in the development of a chemical system to help in the detection of failures due to corrosion fatigue and stress corrosion cracking of high-strength steels and aluminum alloys.



Boiler Technician 1st Class Leo A. Andrade was selected as enlisted Recruiter of the Year 1994 after attaining 66.3 percent of the three-person station's total net new contracts. Hailing from Houston, Andrade is assigned to Naval Recruiting District New York. He tutors high school students on weekends and believes, "the only way dreams can be followed is if they are pursued."



LT Susan Still was recently selected for NASA's Space Shuttle program. Still was chosen by NASA for flight training as a space shuttle pilot. She is one of seven naval aviators chosen for the Space Shuttle program from 3,000 civilian and military applicants. Still, a native of Augusta, Ga., is stationed with Fighter Squadron 101 at Naval Air Station, Oceana, Va.



Operations Specialist 1st Class (SW) Daryl E. Trent was selected as USS *Arleigh Burke's* (DDG 51) Sailor of the Year for 1994. Trent displayed the highest degree of pride and professionalism while carrying out his primary duties as an air intercept controller. Hailing from Chesterfield, Va. Trent is pursuing a degree in business management and a commission as a surface warfare officer.



Electronics Technician 2nd Class (SW) Kevin M. Goodrich was recently selected as USS *Theodore Roosevelt's* (CVN 71) Senior Petty Officer of the Quarter. A native of Osceola, Fla., Goodrich is assigned to the Aviation Intermediate Maintenance Department's Shop No. 12.

Secretary of the Navy
John H. Dalton
 Chief of Naval Operations
ADM Mike Boorda
 Chief of Information
RADM Kendell Pease
 Commanding Officer, Naval Media Center
CAPT D. A. Burnette
 Acting Head, Still Media Department
Vic Veazie
 Head, Publishing Division
LCDR Bruce E. Williams
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This aviation machinist's mate gets into his work on Tomcats belonging to VF-21's F-14 Tomcats. VF-21 was on board the USS Independence (CVN 62) while deployed in the Western Pacific.

Photo by JOC Lance Johnson



NAME: BT3 Robert J. Alvarado

ASSIGNED TO: Ships Intermediate Maintenance Activity (SIMA), San Diego

HOMETOWN: Norfolk

JOB DESCRIPTION: Boiler technician at SIMA San Diego. Alvarado is seen here working in his collateral duty as a member of the Auxiliary Security Force.

PLACES VISITED WHILE IN THE NAVY: Guam, Japan, Korea, the Republic of the Philippines, Bahrain, Hong Kong and Singapore.

MOST MEMORABLE NAVY EXPERIENCE: "Hitting a mine aboard USS *Tripoli* (LPH 10) in the Persian Gulf. You don't know what's going to happen. We didn't have any casualties, no lives were lost, just a big hole in the ship. The ship's force secured all the spaces, all the hatches, and we stayed out there doing our mission for a week before they sent us into Bahrain to repair the hole." (Photos by JO1 Ray Mooney)

ALL HANDS

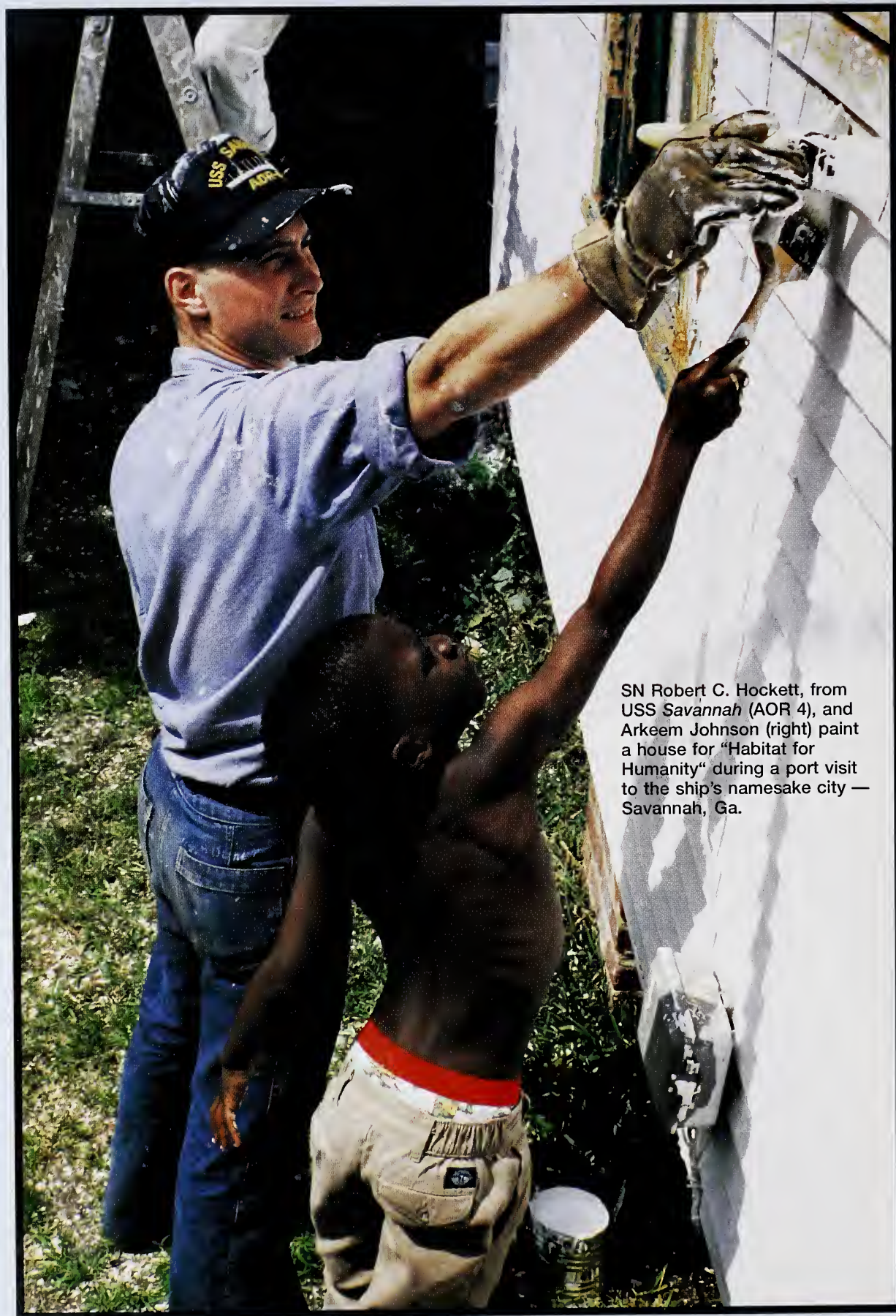
MAGAZINE OF THE U.S. NAVY

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Colors
JULY 1995

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SN Robert C. Hockett, from USS *Savannah* (AOR 4), and Arkeem Johnson (right) paint a house for "Habitat for Humanity" during a port visit to the ship's namesake city — Savannah, Ga.



Honor Guard shows its true colors

SA Michael L. McNabb (left), from Clementon, N.J., and SA Ethan H. Simley (right), from Seagoville, Texas, check out rifles from the armory before a ceremony.

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- 10 Challenging overpriced parts pays off



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- 20 Northern exposure found in Norway



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2 Charthouse 44 Models of Success 45 Bearings 48 Shipmates

Front cover: AN Marvin E.B. Grant of Live Oak, Fla., folds colors during a funeral at Arlington National Cemetery. Photo by PH1 Dolores L. Anglin

OOPS!

April 1995 - The credit line for the copyrighted artwork on Pages 6 and 7 should read Sally J. Bensusen/Visual Science Studio.

May 1995 - The photo credit for the back cover photos should be JO1 Ray Mooney.

June 1995 - The box on Page 26 should read as follows: "The declared nuclear powers include the United States, Russia, China, Great Britain and France."

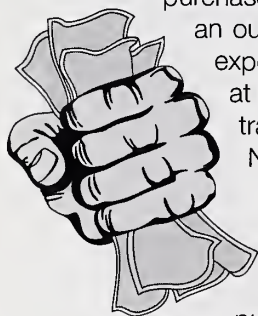
Charthouse

New recruits receive one-time PT clothing allowance

New recruits will receive a physical training (PT) clothing allowance to help them meet the requirement to participate in mandatory Navy fitness training.

Recruits currently are required to purchase PT clothing as an out-of-pocket expense upon arrival at the recruit training center. New funds will provide each recruit with a one-time allowance to purchase the required PT gear.

Each recruit will receive an allowance for one set of sweat clothes, a knit cap, two sets of shorts and shirts and four pairs of socks. The allowance of \$56.35 will begin Oct. 1, 1996.



Fleet Training Group moves to Mayport

The Navy moved Fleet Training Group (FTG) from Naval Base Guantanamo Bay, Cuba, to Naval Station Mayport, Fla., and will disestablish the Engineering Training Group (ETG) now at Guantanamo Bay.

The Navy based the final decision to move FTG and disestablish ETG on a number of factors, including the commitment to keep families together, improve the quality of life for Sailors, to conserve money, and the unknown future of Guantanamo Bay. The move to Mayport also decreases transit time for ships, which allows more training time in other areas to heighten ships'

readiness.

FTG's 10 officers and 81 Sailors on July 1 began moving to Mayport, where they will continue to conduct underway training of the U.S. Atlantic Fleet, U.S. Coast Guard and foreign navies. ETG Guantanamo will disestablish July 15.

The 11 ETG billets will be reprogrammed into other areas of fleet concentration, primarily in the Mayport area.

"Troops to Cops" conversion program announced

Recently separated and soon-to-be separated veterans can join the ranks of local peace keepers through a new police training grant program announced May 2 by DOD and the Department of Justice. The program, "Troops to Cops," provides up to \$5,000 in training funds to eligible policing agencies for each veteran hired this year. DOD has awarded \$15

million to the Community Oriented Policing Services (COPS) program to assist with conversion efforts and expedite a presidential mandate to put 100,000 peace-keeping officers on the streets.

Eligible veterans must have been a member of the Armed Forces on or after Oct. 1, 1993, and been honorably discharged. Veterans should contact their local transition office to find out about police vacancies.

More than 7,700 law enforcement agencies across the country were selected to receive COPS hiring grants. Grants may be used to pay for academy, supplemental or in-service training costs for veterans hired after Jan. 1, 1995.

BUPERS Access and SALTS additions

Bibliographies (Bibs) for advancement study, Personnel Advancement Requirements (PARS) and the Updates to the Catalog of Nonresident Training Courses (NAVEDTRA 12061) are now available on the BUPERS Access bulletin board and on the Streamlined Automated Logistics Transmission System (SALTS).

Advancement handbooks can no longer be ordered from the Naval Education and Training Program Management Support Activity. For CY96, NETPMSA will mail each command a set of Bibs and PARs for all ratings in the form of a hard-copy printout and a WordPerfect 5.1 disk file.

For CY97 and beyond, commands must obtain Bibs and PARs from BUPERS Access or SALTS. For information on SALTS, call DSN 442-1112 or (215) 697-1112. For information on Bibs and PARs, call DSN 922-1663 or (904) 452-1663.





Dental contract award delayed, premiums cut

Effective July 1, 1995, beginning with the June payroll deduction, active-duty service members will see the monthly premiums for the dental plan reduced from \$10 to \$6.77 for one enrolled family member and from \$20 to \$16.92 for two or more enrolled family members. This represents a 32 percent reduction in the single rate



and a 15 percent reduction in the family rate. Families who are signed up for the plan by their military sponsors on or after June 1, 1995, will be enrolled at the lower premium.

However, the transition to a new contractor for DOD's TRICARE active-duty family member dental plan has been delayed, pending resolution of a protest by an unsuccessful bidder.

After competitive bidding, the contract to operate the program was awarded to United Concordia Companies, Inc. (UCC) of Camp Hill, Pa., on Feb. 6. However, the current contractor, Delta Dental Plan (DDP), filed a protest of the award to UCC with the U.S. General Accounting Office. The GAO is expected to rule on the merits of the protest by late June.

Meanwhile, the new contractor's planned starting date of Aug. 1, 1995, will be delayed. So there will be no break in service, DDP will continue to operate the TRICARE active-duty family member dental plan for an additional six months, through the end of January 1996.

TAR program available for active and Reserve officers

Officers looking for a career in the Naval Reserve may apply for transfer or redesignation in the Training and Administration of the Reserve (TAR) community.

TAR officers serve in operational and Reserve management assignments. Applications are especially encouraged from Surface Warfare department heads, Special Warfare officers with platoon commander experience and Special Operations-

qualified officers.

More information is available in NAVADMIN 82/95.

Team makes disestablishments less painful

Enlisted aviation detailers at the Bureau of Naval Personnel (BUPERS) are trying to make aviation squadron disestablishments easier for Sailors.

Detailers now conduct disestablishment conferences for squadrons and use pre-slating as part of the process. Pre-slating or pre-negotiating orders is conducted by command representatives based on command needs and priorities. This gives Sailors more career choices by opening more requisitions for a longer period of time. This method replaces the older system in which only requisitions at the time of the disestablishment conference were available for Sailors.

The commanding officer of one of the first squadrons to use the pre-slating process, CDR John Miller of Fighter Squadron 142, had nothing but praise for the system.

"I can personally assure you that your efforts in making us the first command to pre-slate ... produced satisfied 'Ghostriders' checking out through my office," said Miller. ⚓

USO moves to Washington Navy Yard

The world headquarters of United Service Organizations (USO), Inc., moved to their new offices at the Washington Navy Yard in early May 1995. The USO will now share space with some of the military personnel they have served throughout the years. To contact the USO, use this new address and phone number.



USO World Headquarters
Washington Navy Yard
901 M St., S.E., Bldg. 198
Washington, D.C. 20374-5090
Phone: (202) 610-5700

Space Command

Riding shotgun on the final frontier

Story and photos by JO1 Kevin Stephens

Standing watch inside a hollowed-out mountain in Colorado, Sailors use space technology to sound the alarm for U.S. and allied forces when ballistic missiles are launched anywhere in the world.

The Sailors are assigned to U.S. Space Command (USSPACECOM), Colorado Springs, Colo., — a Cold War-era organization born in 1985 — but whose utility has gained importance countering the growing threat of missile technology in the Third World.

The command began operating satellites and radar watching for a missile attack from the

former Soviet Union. USSPACECOM fed that warning data to the North American Aerospace Defense Command (NORAD) facility inside Cheyenne Mountain Air Station in Colorado Springs. That mission continues today. With more than 20,000 nuclear weapons still in the hands of former adversaries, NORAD continues to watch for any aerospace attack. Within four minutes, the bi-national U.S.-Canadian command must provide the national leaders of Canada and the United States a warning and assessment of any aerospace attack on North America.



Photo by Carol Floyd

▲ Inside Cheyenne Mountain's command center, USSPACECOM and NORAD personnel keep watch around the world, constantly alert for any threat to North America.

While the possibility of attack on North America has diminished, the threat of missile attack against U.S. and allied forces deployed overseas has greatly increased. Providing the warning to those forces falls to USSPACECOM. The men and women of USSPACECOM sounded the alarm when CNN broadcasted the sirens warning of incoming SCUD attacks during the Gulf War.

The USSPACECOM Missile Warning Center is one of several warning and surveillance operations conducted 1,700 feet inside Cheyenne Mountain, a unique facility built in response to the Cuban Missile Crisis of 1961.

"In the 1960s they were looking for a nuclear-survivable location for NORAD," said Army Capt. Gary M. Kolb, Cheyenne Mountain plans and presentations officer. "This outcropping



▲ Assigned to USSPACECOM's space control center, OS2 Robert K. Baumgarten helps keep track of the approximately 7,800 man-made objects in orbit around the Earth.

of the Rockies is solid granite, so it met the hardness criteria engineers were looking for."

The Cheyenne Mountain complex remains the focal point for a worldwide network of space-based and land-based sensors used to detect and track ballistic missiles, bomber aircraft and cruise missiles anywhere in the world. It is manned by about 1,500 service members from all branches of the military. These personnel are divided into five crews which stand watch in the mountain's centers.

"We have a space control center; an air defense operations center; systems and intelligence; a missile warning center; and a weather support unit," said CAPT Charles M. Kraft Jr., one of the five command

directors at the combined NORAD and USSPACECOM command center.

Hundreds of times a year, these watch centers inside the mountain receive indications of an event which sets off a global reaction.

"We're talking about actual missile launches of all types, many of which are launches to put objects into space. But then there are also training and testing launches of inter-continental ballistic missiles (ICBMs) and sea-launched ballistic missiles (SLBMs)," said Kraft.

"We know about some launches in advance," said Operations Specialist 1st Class Fred Rhines of Walton Hills, Ohio, a missile warning center crew chief. "With the Russians we do, but in the Middle East we usually don't." This leads to some tense but exciting moments as analysts sift data and identify the event.

► The North Portal entrance leads into Cheyenne Mountain near Colorado Springs, Colo., site of the NORAD/US-SPACECOM combined command center.



“We receive information from intelligence, from our processing nodes around the world and from the centers here in the mountain. They each lend the human element to that final decision, ‘Is this a threat to North America?’”

– CAPT Charles M. Kraft Jr.

“In the first 1.5 minutes, a network of strategically placed personnel is connected by a communications system that circles the globe,” said Kolb. “In the next 2.5 minutes the significance of the event is evaluated.”

“All of these centers provide information to the command center and ultimately to the command director,” said Kraft. “They assist in making two decisions: One — Is the event being viewed on our displays a real event? Is it valid? Two — If it’s valid, is it a threat to North America?”

Because decisions made in Cheyenne Mountain are so critical to war or peace, the people who make them allow no margin for error.

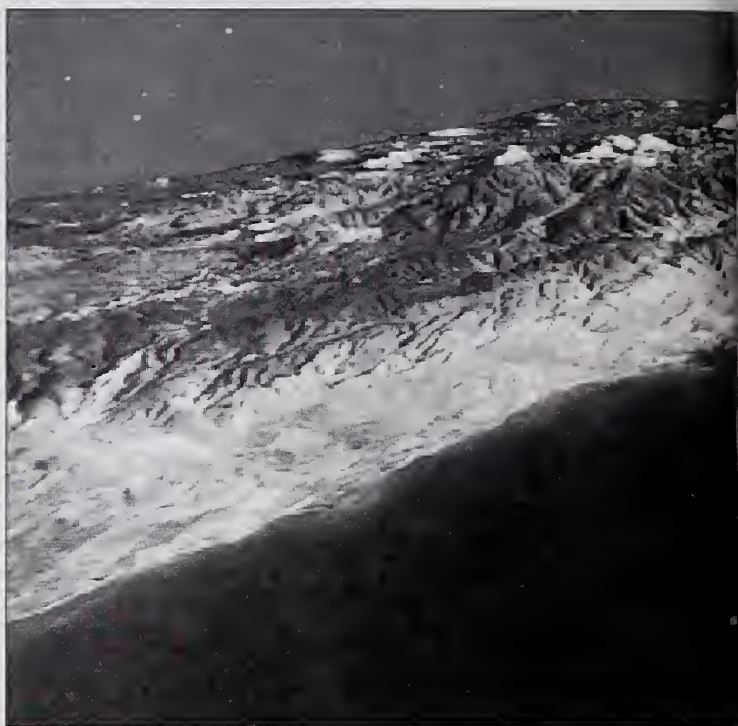
“... In our business, we have to make a correct assessment 100 percent of the time,” said Kraft. “There is no room for error and that’s why we don’t rely on machines to make the judgments. People make the judgments because machines are not always going to show us reality.”

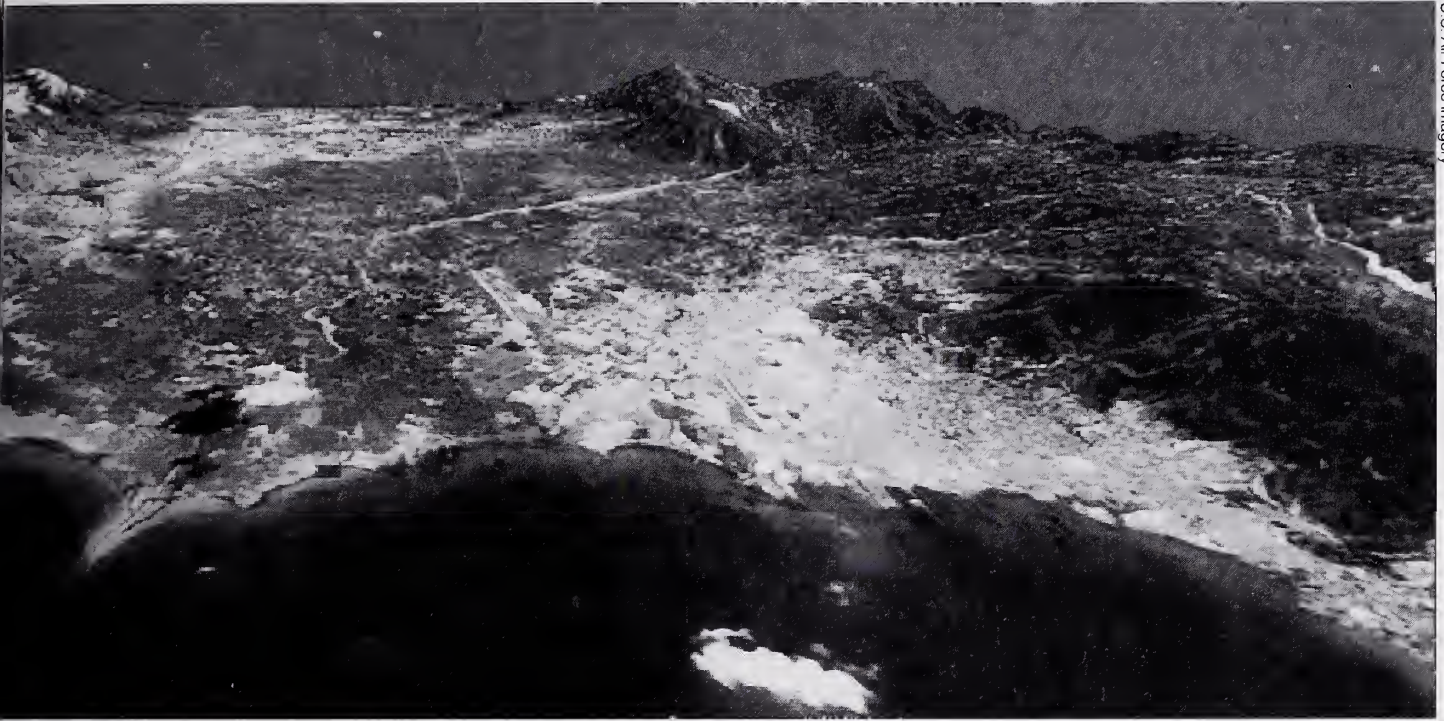
“We receive information from intelligence, from our processing nodes around the world and from the centers here in the mountain. They each lend the human element to that final decision, ‘Is this a threat to North America?’ When it comes to my desk, I can be sure my assessment is going to be correct 100 percent of the time,” he said.

According to Rhines, accurately processing an event is the most challenging part of his job. “Lots of times things will be a little slow, but once a missile event goes, we start moving, especially if it’s an unexpected one or one that’s in the CENTCOM region [Middle East] with the troops there.”

“During the Gulf War, Iraqis were firing SCUDs into Saudi Arabia and Israel, and there was also the potential for launches that might go into the Persian Gulf,” said Kraft. “This system detected those short-range ballistic missiles when they were launched and cued the theater missile defense batteries, the *Patriots*, to the launch so they were

► LTJG Yvette Dwonch’s duties in the Cheyenne Mountain’s Space Control Center include warning the space shuttle’s crew if they are in danger of colliding with orbiting space debris.





▲ Taken by a military surveillance satellite, this image of Port-au-Prince, Haiti, was used as a planning tool for Operation *Uphold Democracy*. USSPACECOM supervises the military's fleet of satellites.

◀ Three sets of three-foot thick blast doors are located one-third of a mile down a tunnel from the outside of Cheyenne Mountain. These doors seal off the 15 buildings inside the hollowed-out mountain.

satellite or a shuttle could be catastrophic. "We build a safety box around the shuttle [so] it doesn't get hit," said LTJG Yvette Dwonch of Bollingbrook, Ill.

"That was very important with the rendezvous with Mir. We were giving them confirmation of how close they really were, making sure they weren't too close. The shuttle approached to about 33 feet from Mir and that's a very dangerous position. So I was constantly updating Mir and the space shuttle about where they were."

Duty deep inside a mountain is a far cry from assignment to a ship. The multi-service environment and global mission of USSPACECOM offer Sailors assigned there a unique opportunity to participate in operations that push the envelope of military technology.

"It was different, but once you get used to working in the space element, it becomes very natural," said Baumgarten. "I've been on crew for 2.5 years and I've seen launches and watched shuttles go up. The first barrier is the hardest to overcome. Once you're over that, it's great." ⚓

Stephens is a photojournalist for All Hands.

ready and alert."

There is more to USSPACECOM than its missile warning mission. The Space Control Center inside Cheyenne Mountain tracks objects orbiting Earth to protect and monitor space-based assets.

"Right now we have a box score of about 7,800 objects," said OS2 Robert K. Baumgarten, assigned to the mountain as a space control officer. "These are all man-made objects — we only track man-made. Out of that 7,800, only about 10 percent are active. The rest is debris associated with launches or dead payloads," said the Casper, Wyo., native.

The objects tracked by the Space Control Center range from Russia's Mir space station to an astronaut's glove and screwdriver lost on a space walk. Because these objects in orbit travel at about 17,000 miles per hour, a collision with a

Anatomy of a Med cruise

The frigate *Klaking* makes tracks

In October 1994, USS *Klaking* (FFG 42) got under way from Charleston, S.C., to join USS *Dwight D. Eisenhower's* (CVN 69) battle group for a six-month deployment.

Ike and the cruiser USS *Anzio* (CG 68) split from the group for duty in the Persian Gulf. *Klaking*, with the rest of the battle group, steamed to the Med in support of various U.S.-interest and United Nations missions.

Klaking deployed with Helicopter Anti-submarine Squadron (Light) 42 Det. 2 and two LAMPS III helos that logged 423 flight hours on the cruise.

During the deployment, 29 crew members earned Enlisted Surface Warfare Specialist (ESWS) pins and four Surface Warfare Officer (SWO) devices were awarded.

This is a look at *Klaking's* cruise — places visited, exercises completed and milestones for the crew. It was a deployment similar in many ways to those experienced by Navy men and women every day, filled with personal and profes-

sional challenges, underway periods when days blend into one another, foreign ports to explore and a mission to fulfill.

Transfer on the high seas

Klaking's deployment covered 26,329 miles in 181 days.

Multiply that by the number of ships in an average battle group and it's easy to conclude the Navy won't go anywhere without its fleet of supply and support ships.

The following ships transferred stores and fuel to *Klaking* and are among the many keeping our fleet under way every day.

USS *Detroit* (AOE 3)
 USS *Platte* (AO 186)
 USNS *Kanawha* (T-AO 196)
 USNS *Concord* (T-AFS 5)
 USNS *Sirius* (T-AFS 8)
 USNS *Leroy Grumann* (T-AO 195)
 Spanish Oiler *Marques de la Ensenada*
 Canadian Ship HMCS *Preserver*

Dec. 29 - Jan. 3

Port visit to Civitavecchia, Italy

Jan. 5 - 11

On station with the Amphibious Readiness Group, USS *Nassau* (LHA 4), USS *Ponce* (LPD 15) and USS *Gunston Hall* (LSD 44) in the Adriatic Sea

Dec. 17 - 26

Intermediate maintenance availability with USS *Shenandoah* (AD 44) in Palma, Spain

Jan. 10 - 18

U.S.-Spanish amphibious exercise, refuel at Rota, Spain

Nov. 10 - 13

PASSEX with Tunisian navy ships *Tunis* (502) and *Carthage* (503)

Nov. 7 - 10

Port visit to Tunis, Tunisia

October

November

December

Depart Charleston, Oct. 20

CFC drive raises \$8,500, Oct. 23-29

Transit and ASW Ex. Oct. 23-Nov. 3

Relieve USS *Doyle* (FFG 39) Nov. 3, transit Straits of Gibraltar

Aviation standdown, Nov. 15

Frocking ceremony, Dec. 16

Ship's Christmas party, Dec. 24 in Palma

► Repair 5 fire fighters check their oxygen breathing apparatus before attacking a simulated main space fuel oil fire.



Nov. 28 - Dec. 12

On station conducting search and rescue ops with USS *Nassau* (LHA 4) off Bosnia in the Adriatic Sea



▲ EW2(SW) Byron Myers, *Klakring's* Athlete of the Year, is ready for all comers during the Psuedo Wrestling Match as part of Halfway Night events.

Feb. 7 - 13
Port visit to Trieste, Italy

March 8 - 14

Port visit to Corfu, Greece

March 21 - 24

Port visit to Patras, Greece

Feb. 20 - 23

Port visit to Souda Bay, Crete

Nov. 17 - 21

Port visit to Limassol, Cyprus

Nov. 19 - 24

Port visit to Haifi, Israel

April 2

Port visit to Augusta Bay, Sicily, prior to transiting stateside

Jan. 25

Relieved USS *Robert G. Bradley* (FFG 49) at Souda Bay, Crete, for interdiction operations during Operation *Sharp Guard* off Yugoslavia in the Adriatic Sea

Jan. 24 - 25

PASSEX with Turkish navy

January

February

March

April

New Year's Eve celebration in Rome

Halfway, or Hump Day, observed while under way, Jan. 17

Training with Turkish navy, Jan. 24

Prep for engineering casualty drills, Feb. 14, (Valentine's Day)

Personnel and zone inspections; rights, responsibilities, sexual harassment training, Feb. 20-23

Rules of engagement exercise, March 6

Return to Charleston, April 15

Cracking down on

Sailors make big bucks pinpointing overcosts

Story by Scott Fireoved

Toilet seats for \$2,000 and hammers for \$500 are a supply officer's nightmare, and since every Sailor is a taxpayer, there's no question that eliminating such waste is in everyone's best interest. But what if Sailors could get paid to look for examples or overpriced parts of consumables bought by the Navy?

The Navy's Price Challenge Hotline provides that opportunity. All you need to do is identify overpriced spare parts or consumables managed by the DOD supply system.

You can do this by reporting those items to the Navy's "Price Fighters" via the Price Challenge Hotline. You get extra money and the Navy avoids high costs and saves money.

To date, more than \$270,000 has been awarded to challengers. Cash bonuses can range from \$50 to \$25,000, depending on the type and amount of savings. Cash bonuses are also presented to challengers who identify spare parts or consumables that:

\$ Are identical and would achieve a reduced price

Price Challenge Hotline

DSN: 565-1786

Commercial: (804) 445-1786

Toll Free: (800) NAV-CHAL

Fax: (804) 444-4626

SALTS Address: FNP

Message Address:

FOSSAC NORFOLK VA //084//

Internet Address:

PRICE_FIGHTER\$@FOSSAC.NAVY.MIL

Price Fighters Address:

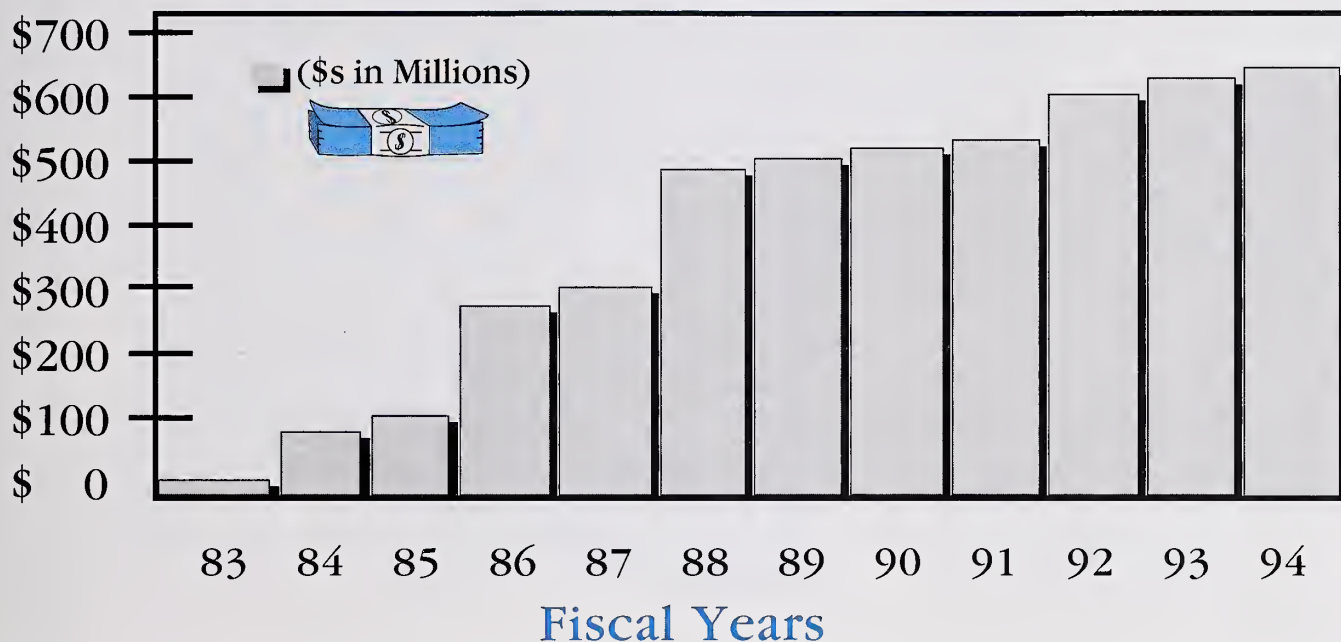
P.O. Box 15129

Norfolk, Va. 23511-0129



overpriced parts

Price Challenge Hotline's Cost Savings



through combined demand by consolidating their management under one national stock number (NSN).

\$ Would achieve a reduced price through a new commercial source of purchase.

\$ Would achieve a reduced price through a new source of repair.

\$ Would achieve a reduced price as a result of a buy/make decision.

The Navy is willing to create these opportunities because it needs your help to reduce costs. It would be impossible for every procurement official to know the intrinsic value of all the complex items they buy for today's sophisticated weapon systems. Therefore, they need to rely on your technical knowledge to identify overpriced spare parts and consumables and provide feedback using the Price Challenge Hotline.

NAVSUPPUB 485 provides a mailing format which identifies the minimum reporting requirements. If you need to report via telephone, be prepared to provide the com-

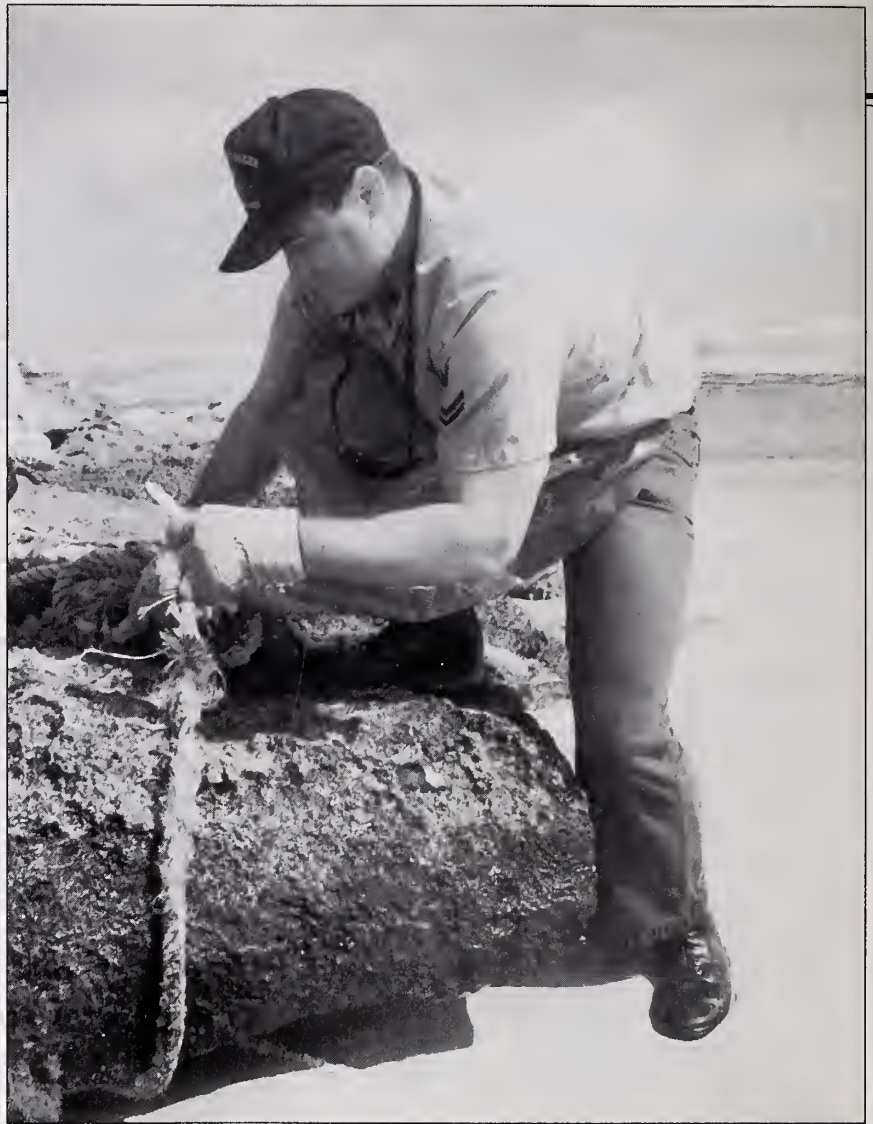
mand's address, your phone number, NSN or part number of the item, contract number (found on receipt paperwork) when identifying items by part number only, item's price, source of the price and why you think the item is overpriced. Any additional information submitted on the item could increase your chances of receiving an award and reduce the price challenge's processing time.

A letter of acknowledgment will be sent to the price challenger confirming receipt of each price challenge. If the price challenge results in a cash bonus, the funding authorization will be forwarded to your command's supply officer or disbursing officer.

The cost avoidances and savings realized by this program help the Navy get a bigger bang for each buck. For more information, contact your supply officer, the Navy Pricing Hotline Coordinator or the Price Fighters. Take the challenge ... the Navy Price Challenge. ‡

Fireoved is assigned to Naval Supply Systems Command, Arlington, Va.

Tampa, Fla., native AG2 Jeff Scooler, assigned to Naval Pacific Meteorological and Oceanography Center, uses a pocket knife to free ropes tangled in the lava rocks at the James Campbell National Wildlife Refuge on Oahu's North Shore.



paradise preserved

Story and photos by JO1 Rebecca Fox Celli

A tidal wave of Navy volunteers swept over the Hawaiian island of Oahu in April, during a week-long schedule of events commemorating the 25th anniversary of Earth Day. Commander, Naval Base (COM-NAVBASE) Pearl Harbor sponsored several events that spread military and civilian Navy volunteers from the North Shore to Diamond Head.

The Navy's kick-off event was the beach-front cleanup of James Campbell National Wildlife Refuge on the North Shore. Representatives from a dozen Pearl Harbor area

commands removed more than 150 bags of debris. About 300 pounds of rope and netting were also freed from the jagged lava rocks near the shoreline.

Honolulu Mayor Jeremy Harris suited up with Navy divers to participate in the state's first underwater cleanup at the mouth of Ala Wai Yacht Harbor and Canal. "The Navy has always been active in community affairs, giving their time and talents and doing what they can to make Honolulu a better place," said Harris. "They have a great track record with the local community and we're very



Military and civilian volunteers fight strong winds on Oahu's famous North Shore to clean litter and debris from the beach. Volunteers were cautious not to disturb the endangered black-necked stilts nesting nearby.

appreciative of that. They certainly make a difference here."

The largest cleanup effort focused on the Pearl Harbor Naval Complex perimeter and outlying roadways frequently traveled by Navy personnel. More than 500 volunteers fanned out across an area roughly 15 miles long. More than 700 bags and tons of larger articles, including cars, were piled along the roadside awaiting pick-up by state litter control crews.

Other events during the week included assembly and distribution throughout the complex of 12 recycled plastic picnic tables. The tables were purchased from a plastics recycling company and represent the equivalent of 2,700 one-gallon milk jugs.

The annual Diamond Head cleanup drew a large contingent of Navy personnel. After six full days of working to better the world surrounding them, Navy volunteers and their family members were treated to a Sunday afternoon Earth Day concert by the Pacific Fleet Big Band.

"All in all, I think we did real well out there," said Electrician's Mate 3rd Class Craig More, stationed on board USS *Fletcher* (DD 992). The Salisbury, Mass., native said he got

involved in the cleanup, "Because when I have kids someday, I want them to have a clean place to play."

"People here in Hawaii talk a lot about protecting the land and keeping it clean," added Aerographer's Mate 2nd Class Jeff Scooler, assigned to Naval Pacific Meteorological and Oceanography Center. "Maybe our getting out and cleaning up areas like this will motivate someone else to do the same." ‡

Celli is assigned to the public affairs office, Naval Base Pearl Harbor.

Earth Day Navy style

By Dennis
Everette

Navy commands around the world celebrated Earth Day in a variety of ways. In Europe, Earth Day was observed at Naval Activity London with displays produced by Department of Defense Dependent Schools elementary school children, as well as a community cleanup.

U.S. Fleet Activities Sasebo, Japan's Earth Day week included a household hazardous waste rodeo, where unwanted hazardous waste products such as pesticides and cleaning products were collected by the Public Works department.

A collective effort of Norfolk-

area commands featured Navy exhibits geared toward recycling and pollution prevention, and exhibits from more than 40 civilian organizations at an Earth Day fair.

Fleet Anti-submarine Warfare Training Center, San Diego, coordinated a bay-wide cleanup of naval activities' beaches and shorelines.

These examples of how the Navy honors Earth Day are just a few of the many celebrations and educational efforts sponsored this year. ‡

Everette is the assistant editor of Navy Wire Service.

Compressed Natural Gas

Fueling the Navy's future

Story by JO3 Sarah E. Burford, photos by JO1(AW) Laurie Butler

When Henry Ford began building automobiles, it's a safe bet he didn't have any idea cars would be blamed for a large part of today's air pollution. During the years since widespread car use began, many alternative fuels have been introduced to

combat pollution problems associated with gasoline-powered engines, but none have been successful until now.

The Navy is one of the leaders in the development of just such a solution. It's called a compressed natural gas (CNG) vehicle, and it may be the wave of the future.

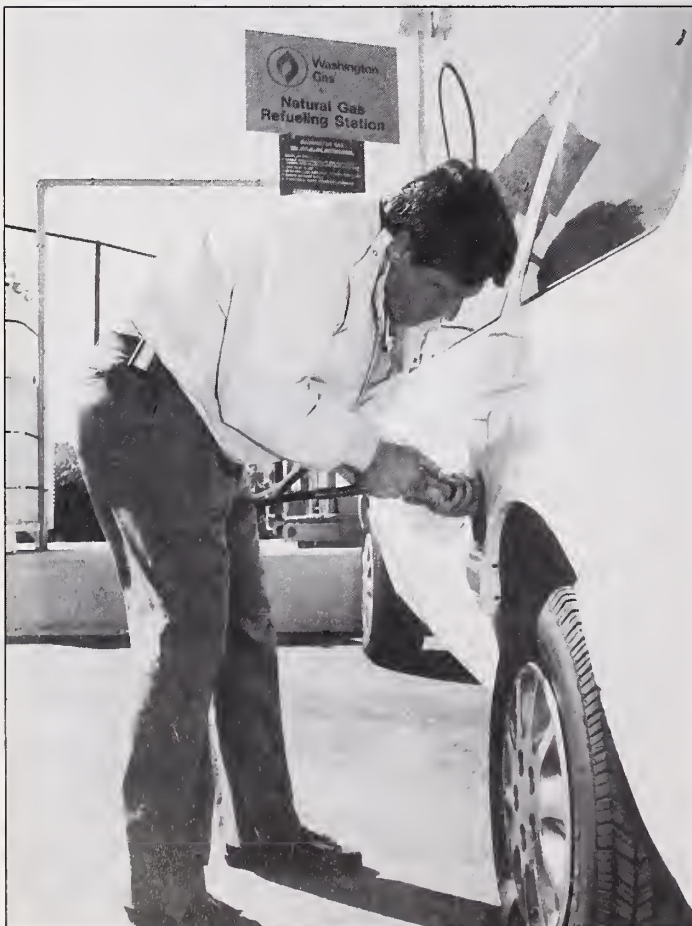
In 1993, when CNG first caught the Navy's attention, the Public Works Center, Washington, D.C., had only one vehicle that burned the alternative fuel. Two years later, the center has 52 CNG vehicles, with 60 more slated for conversion this year.

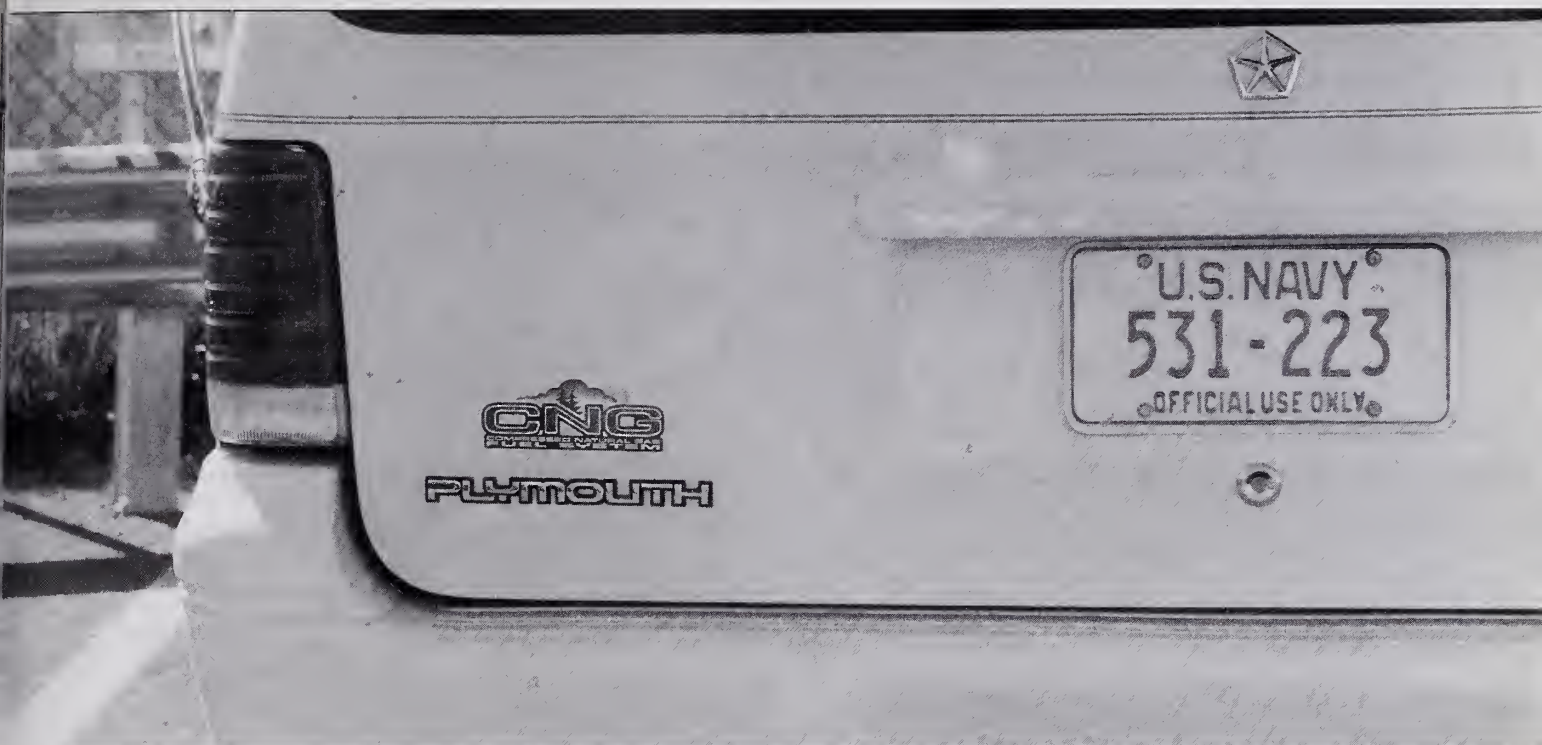
The story is the same throughout the fleet. At Naval Construction Battalion Center (CBC) Port Hueneme, Calif., 12 vehicles have been converted for CNG use, and another 87 will be converted before year's end. CBC hopes to convert its entire fleet over to the CNG system.

"It's a pretty gutsy move," said Jimmy Harvey, a transportation specialist at CBC, "but we think it's tried and true and we are going to prove it."

The concept of the CNG vehicle is simple. Regular gasoline-burning engines are converted with equipment that enables them to burn compressed natural gas. The natural gas is stored in a cylinder similar to that used to store helium for balloons. Vehicles can be converted strictly to CNG or can be equipped to use both CNG and gasoline.

Bob Gill, transportation director at PWC Washington, D.C., gasses up at a fast fill station located at Naval Station Anacostia. Many cities are offering incentives to those driving the environmentally-friendly vehicles. In the Washington, D.C. area, where heavy traffic is a fact of life, those driving CNG vehicles are now allowed to use the lanes set aside for carpools.





Fast fill stations

The Navy is actively building the infrastructure needed to support CNG vehicles. In April alone, it opened five fast fill stations, which allow the vehicles to refuel in about six minutes. The following are bases with fast fill stations. Eleven additional stations are planned in the immediate future.

- Quantico Marine Corps Base, Va.
- NAS Lemoore, Calif.
- NAS North Island, Calif.
- NAVSTA San Diego
- CBC Port Hueneme, Calif.
- NAWC Point Mugu, Calif.
- MCB Camp Pendleton, Calif.
- NAS Jacksonville, Fla.
- NAS Patuxent River, Md.
- Washington Navy Yard, Wash., D.C.

CNG vehicles are the wave of the future. By the end of this year, the Navy will have more than 800 CNG vehicles. The procurement of alternative fuel vehicles is part of a unified plan to increase the use of domestic fuels and reduce air pollution.

Using natural gas as an alternative to more traditional gasoline and diesel fuel has several benefits. Because natural gas is readily available in the United States, CNG is less expensive than gas — about \$4 for a 12-gallon equivalent tank. It also burns cleaner, with about 50 percent fewer emissions than unleaded gasoline.

"This program was originally sold on its economic value," said Bob Gill, transportation director at PWC Washington, D.C. "But it has turned more into the right thing to do."

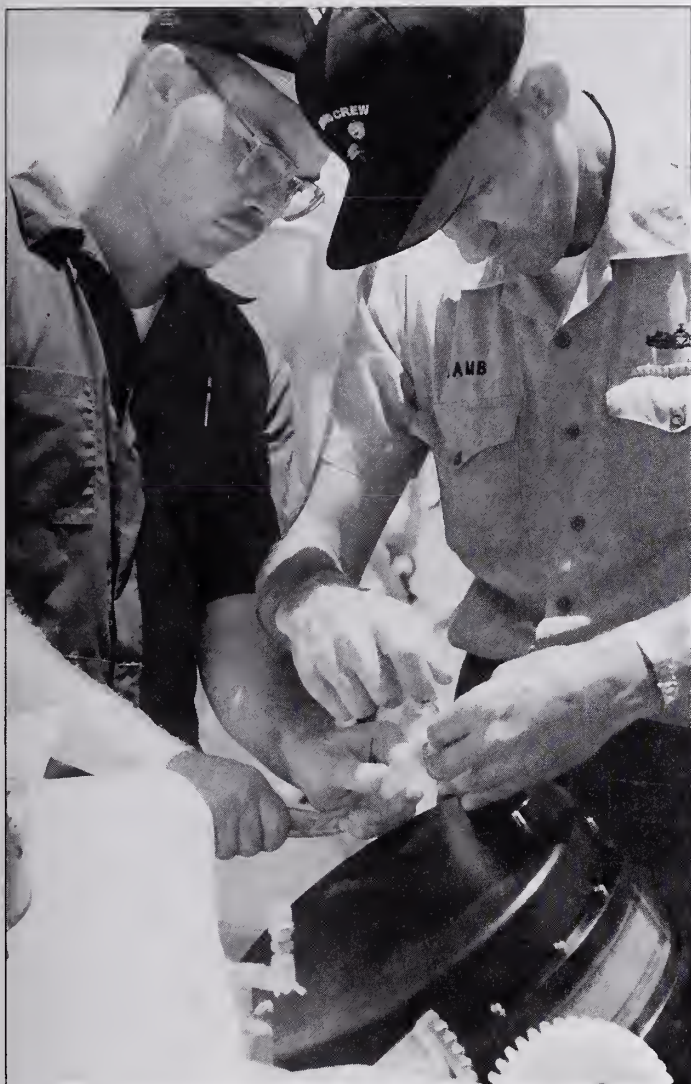
While CNG vehicles are now mostly being driven in industrial fleets, several U.S. automakers, Ford and Chrysler, will introduce CNG vehicles to the general public in August 1996. Who knows, in a couple of years we may be telling our dealer, "Hey ... make mine a natural!" †

Burford is assigned to the public affairs office, Port Hueneme, Calif. Butler is a photojournalist assigned to All Hands.

TRAINING

The crew aboard USS *Sentry* (MCM 3) helps guide a minesweeping cable into the Gulf of Mexico. Sailors must maintain downward pressure on the cable to prevent snapback in rough seas.





STG2(SW) William Andrzejewski (left) of Toledo, Ohio, and STG1(SW) Chester Lamb of Mason City, Neb., perform monthly maintenance on a mine neutralization vehicle. Both Sailors are members of MCM Rotational Crew Bravo on board USS *Champion* (MCM 4).

MCM crews rotate and deploy

Program called the "renaissance of mine warfare"

Story by JO1 James Kohler,
photos by Francoise Kieschnick

A rebirth of the mine warfare community is under way as aging minesweepers are decommissioned, making room for two new classes of mine warfare ships. CAPT Richard L. Owens, commander, Mine Countermeasures Squadron 3, calls this the "renaissance of mine warfare."

It began with 14 *Avenger*-class mine countermeasures ships, all homeported at Naval Station Ingleside, Texas. The renaissance continues with the ongoing construction and homeporting of 12 *Osprey*-class coastal minehunters.

Forward presence

Maintaining a strong forward presence is an important part of the mine warfare renaissance. MCMs have made successful deployments throughout the world, and two MCMs, USS *Guardian* (MCM 5) and USS *Patriot* (MCM 7), are forward deployed, operating from U.S. Naval Base

Sasebo, Japan. They are manned by crews that rotate to the ships from Ingleside every six months.

The rotational crew plan grew from the need for a continued forward presence in the Persian Gulf. "We determined it would be best to forward deploy two ships and develop a rotational crew concept," explained Owens. "So we ended up developing the six ships and eight-crew concept."

More crews than ships

"There was a lot of concern about Sailors not being identified with a specific ship anymore," said Owens. "They are Rotational Crew Alpha through Hotel Sailors, and they don't have an identity with a ship until they re-embark on one." Owens added that while this could be frustrating for the rotational crew members, the Sailors understand the unique nature of the situation and have adjusted nicely.

TRAINING

SR James West of Hot Springs, Ark., paints USS *Sentry's* (MCM 3) anchor as his shipmates watch him at the safety tending lines. West, who has been in the Navy eight months, is a Mine Countermeasures Rotational Crew Delta Sailor on board *Sentry*, homeported at Naval Station Ingleside, Texas.

LT John Gray, executive officer of Rotational Crew Delta, likes the rotational crew plan. "We have the rotational crews because minesweepers sometimes lack the speed to keep up with the battle group," Gray explained. "With the ships forward deployed and Sailors rotating through them, we can maintain PERSTEMPO[personnel tempo] goals. We keep a qualified, well-motivated and well-rested crew ready for combat at all times."

"The hardest part [about rotating to another ship] is getting used to how each ship is set up," explained Gunner's Mate (Guns) 1st Class (SW) Billy Gordon, who has been with Crew Delta since September. "Even though these ships are from the same class, each one is configured a little differently."

Owens acknowledged there are still some bugs to work out of the rotational crew system. But, as with any new endeavor, that is to be expected. The program will be in full swing when the Bravo and Delta crews deploy to Japan later this year. They will be the first rotational crews trained from scratch for the program. Owens added he looks forward to watching the next chapter of this new Navy mine warfare renaissance unfold. ⚓

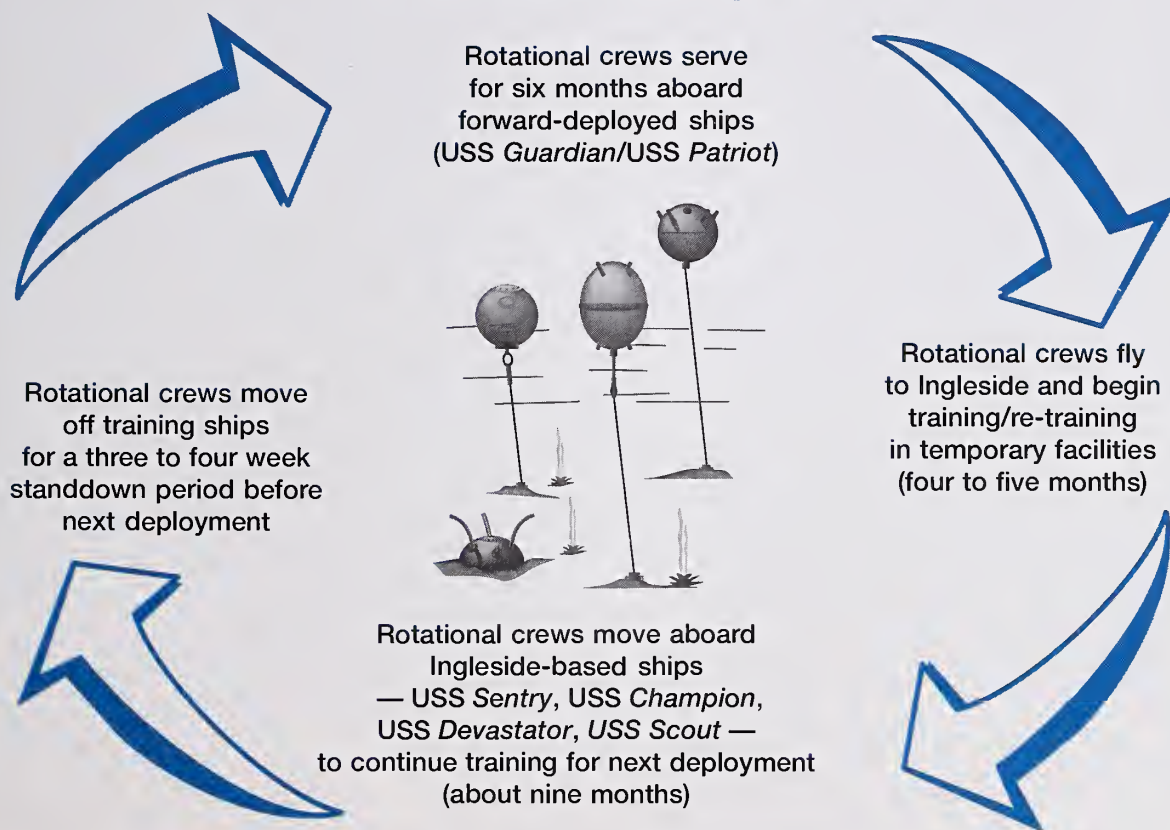
Kohler and Kieschnick are assigned to the public affairs office, Naval Station Ingleside, Texas.





MCM Rotational Crew Golf, one of eight rotational crews for six mine countermeasures ships, is currently based ashore. While at Naval Station Ingleside, Texas, crew members will undergo four to five months of training. The crew will move on board USS *Sentry* (MCM 3) later this month.

Crew Rotation Cycle





A U.S. Navy beachmaster signals to an air-cushion landing craft as it comes ashore near Trondheim, Norway.

Northern

*Played out in the cold of Norway,
Strong Resolve prepares NATO
members for future conflicts*

U.S. service members learned the true meaning of teamwork recently when they and troops from 11 other nations converged upon Norway during *Strong Resolve* '95, NATO's War military exercise.



USS Wasp (LHD 1) sails in the North Sea as part of NATO's combined Joint Task Force which was tested during *Strong Resolve*.

The exercise was designed to test NATO's ability to respond to an evolving crisis through rapid deployment and employment of multinational maritime, air and land forces. "It was great interacting with the other nations and learning how they operate," said Senior Chief Gas Turbine System Technician (SW) David Coker, a craftmaster assigned to Assault Craft Unit

Exposure

Story by JO2 Michael Blankenship,
photos by CPOA (Phot) Ric Burch

(ACU) 4. Coker's unit was responsible for moving nearly 3 million pounds of equipment and Marines from the amphibious ship *USS Wasp* (LHD 1) to the shore in their air-cushioned landing crafts.

Though *Strong Resolve* is a continuation of the alliance's traditional teamwork exercises, new tactics were employed to improve NATO's response to future military operations.



▲ A Norwegian soldier (left) and a German Army mortar team share training tips during the three-week exercise.

Traditionally run by one of NATO's two major commands, Allied Command Atlantic (ACLANT) or Supreme Headquarters Allied Powers Europe (SHAPE), this marked the first time the exercise was run jointly. The two staffs, located in Belgium and Norfolk, used teleconferencing to coordinate the

► Dressed for the harsh weather, a U.S. Marine stands guard in Norway during *Strong Resolve* '95, NATO's largest post-Cold War exercise.

▼ Members of the U.K. Royal Marines come ashore near Trondheim.





exercise. According to German Navy Rear Adm. Klaus Schwabe, ACLANT's deputy assistant chief of staff for operations, this technology was crucial. "We were able to talk to them at length, face to face," said Schwabe.

Strong Resolve also tested NATO's ability to carry out a sea-based combined joint task force (CJTF), which is a deployable force capable of establishing alliance presence in an area without an in-place NATO command structure.

While all involved are touting this year's exercise as a success, plans are already under way for *Strong Resolve '98*. "I'm sure all the exercises we undertake between now and *Strong Resolve '98* will reflect the benefits of the lessons we learned this year," said United Kingdom Navy Vice Adm. Sir Peter Abbott, deputy SACLANT. †



Blankenship is assigned to Supreme Allied Commander Atlantic, Norfolk. Burch is a member of the United Kingdom navy.

◀ Soldiers of the U.K. Royal Green Jackets patrol the Nordic hillside.

◀◀ A U.S. Marine Corps MH-53 helicopter lifts off after deploying Marines in Trondheim, Norway.



Ceremonial Guard

TRUE COLORS

Story and photos by PH1 Dolores L. Anglin



Guard members prepare for full honors funeral at Arlington National Cemetery.

The young petty officer eyed the Sailors one last time. He looked for a loose thread, a renegade finger-print, a spot on a white hat, but found none. Haircuts — 4.0. Uniforms — squared away. Brass — flawless.

Satisfied with what he saw, he stepped back and called his squad to attention. “Color guard, ATTEN-HUT!” With that, the door to the church swung open and a coffin was wheeled out. Welcome to the work spaces of the U.S. Navy Ceremonial Guard.

The Guard, located at Naval Station Anacostia, Washington, D.C., is the first permanent duty station for some of the Navy’s newest and sharpest Sailors. Made up of roughly 180 men and women, the Ceremonial Guard represents the Navy in official functions and public ceremonies. Funerals, wreath-layings at the Tomb of the Unknown Soldier and state dinners at the White House are routine for the Guard.

“I love this job. It’s great. I would do this

my whole Navy career if they had a billet for it," said Machinist Mate 3rd Class Matthew C. Tabisz.

Tabisz, a native of Plano, Texas, has been with the Guard since March 1994. He is squad leader for the colors (flag) unit, and is the one with the discerning eye.

Enterprise Hall, headquarters for the Ceremonial Guard, buzzes like a bee hive before every ceremony. A salty chief bellows out some last minute details from the operations office while guard members make their way out the door, uniforms in hand. In the winter everyone carries four hangers of uniforms to every job, just in case the weather changes. Summer uniforms aren't as complicated.

Pre-ceremony preparations can appear chaotic. Sailors shuffle about, careful of metal taps on their shoes that constantly threaten to throw their legs out from under them. The steady hum of hair clippers from the barber shop and the constant chatter of Sailors in varying stages of readiness might lead a visitor to think that there is no rhyme or reason to all the activity. But, within moments, the halls are nearly empty, except for the chief, who watches a bus full of spit-shined Sailors head for Arlington National Cemetery. The scene will be repeated three more times that day.

Recruited straight from boot camp, these young men and women voluntarily serve a two-year tour of duty with the Guard before attending an "A" school of their choice. Senior Chief Boatswain's Mate Clyde Thompson, the senior enlisted Sailor at the Guard, travels to Great Lakes Recruit Training Center once a quarter to recruit new members. Acceptance standards are strict. Candidates must be recruiting-poster perfect.

"We require the men to be at least 6 feet tall and the women have to be at least 5 foot 10. You need a good complexion and no bad facial scarring," said Thompson.

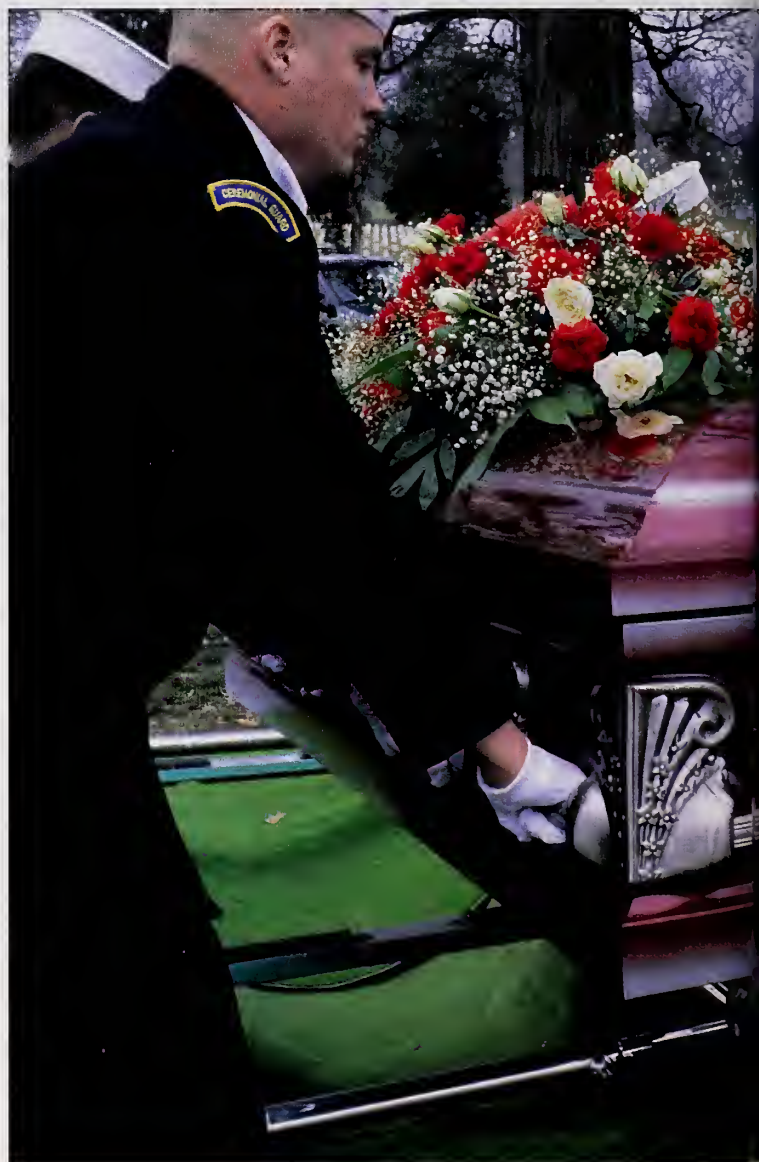
Other requirements include being within weight standards, having good posture, possessing good coordination and passing a background security check. The clearance needed, termed a "yankee white," means that a recruit's civilian and military records are spotless.

The Guard does recruit from the fleet, but those billets are generally assigned to petty officers who fill the staff positions of yeoman, boatswain's mates and ship's serviceman.

Upon reporting to the command, recruits pass through several phases of training that range from learning to dry-clean their uniforms to marching as a unit. This initial training lasts about four months. Recruits also learn the



▲ AN Ann Bozung (right), of Greenville, Mich., tapes her pant legs down for a ceremony. Grommets, seen here around her upper leg, are made of water hose filled with BB's. These help to give pant legs a bloused look. FA Irene Rivera (left), of New York City, secures her locker.





◀ MM3 Matthew Tabisz, of Plano, Texas, inspects his unit one last time just prior to a ceremony.



▲ Brass plates on the inside of shoes give Guard members an audio cue during performances.

◀ SN Daniel Hsiung, right, from Torrance, Calif., (right), and Jason L. Matthews, from Louisville, Texas, perform a funeral in Arlington National Cemetery.

skills they will need before they are assigned to a specific unit. Carrying the colors, firing weapons for a 21-gun salute and executing close-order rifle drills are practiced and refined until the team's movements appear as a single, precise motion. After this first phase of training, some recruits will be assigned to the display ship *Barry* (DD 933), berthed at Washington Navy Yard. The *Barry* has about 45 Sailors who provide tours to the public and support various official ceremonies. Their tour on board is also two years.

Sailors who think they learned about attention to detail in boot camp better think again. Boot camp can't hold a candle to what guard members learn about shined shoes, polished heel brass and teamwork. This aspect of training comes out in the many personnel inspections they stand, often several in one day. Lockers are another tool used to drive this lesson home. An inspection-ready locker is expected to have uniforms pressed and hanging precisely two inches apart.

To be inspection ready anytime can be stressful, and the pressure brings out light-hearted, one-upsmanship within the ranks.

"We have competitions among ourselves to see who has the sharpest uniform," said Seaman Daniel Hsiung. "Every time I go out on a set (a funeral), I say 'Hey, my brass is better than your brass' or 'My shoes look better than your shoes.'"

Hsiung, with shoulders that could block out the sun, is assigned to the body bearers unit of the Guard. Having served 20 months with the Guard, he tries to share his knowledge and experience with the newest members of his close-knit squad.

"The body bearers stick together. If one of us needs help or something, we try to help each other out as a team," Hsiung said.

Staff personnel also play a major role in helping to develop these fledgling Sailors, and this role is brought into greater focus as a Guard member's tour of duty comes to an end. In an effort to prepare departing members for life in the fleet, the staff encourages TAD trips and on-the-job training. Staff personnel set up transportation, cut hair and counsel these young men and women, who become fountains of fleet knowledge.

"With all the petty officers here, I get to talk to them a lot one-on-one. They tell me how the fleet is, what to watch out for, what ratings are like and how those ratings can prepare you for life in the civilian community," said SN Miriam A. Samuels. "The petty officers here really look out for you."

What draws a new recruit to the Ceremonial Guard? Travel, prestige, curiosity — you name it. The reasons are as varied as the people.

"What attracted me to the Guard was that I would be



▲ Guard members fold a flag in Arlington National Cemetery.



▲ SR Lenelle Williams, from Savannah, Ga., performs field duties in Enterprise Hall.

◀ FN Lyntress D. Brooks, (left) from Indianapolis, and YN3 Conshombia D. Tate, from Augusta, Ga., practice drilling maneuvers in the vacant upper floors of Enterprise Hall.

representing the Navy in a way very few people get a chance," said Tabisz. "I've done a lot of ceremonies and spent whole days in Arlington National Cemetery doing funerals, but I still get butterflies."

"It's prestigious," said Airman Ann M. Bozung. "You get to perform in events where the President of the United States is standing four feet away or you meet famous people, diplomats and VIPs. I would never see this in Greenville, Mich., which is where I'm from."

Developing a green recruit into one of the Navy's finest is a role that is not taken lightly at the Ceremonial Guard. More often though, the success of guard members comes from within themselves, with the staff helping to draw out character already present.

"I've never worked around a group of young people who have so much pride and are willing to do anything you ask," said Thompson. "You tell them to do something, they

don't question, they just go [do it]. We should all be like that."

The Guard is in Arlington National Cemetery today for yet another funeral.

"I don't know how [well] this person was respected before, but I'm going to [show] respect today to the fullest capacity that I can, just because I'm proud they were in the Navy," said Tabisz.

Tabisz kneels in front of a grieving spouse and speaks the words slowly. "On behalf of the President of the United States, a grateful nation and a proud Navy, I present this national ensign to you for your loved one's dedication and service to the United States Navy and the United States of America."

These are heavy words for a young Sailor to have to say so early in his career. But he walks away from the scene fully realizing the seriousness of his job and his purpose for that day. †

Anglin is a photojournalist assigned to All Hands.

W H L F

F R T U N S P I N S

A B A R D I K E

Story and photos by JO1 Ron Schafer

With their 12th season winding down, producers of the *Wheel of Fortune* — called the world's most popular game show — were looking for something special to finish out the year. They found it aboard USS *Dwight D. Eisenhower* (CVN 69).

The show dropped anchor in Norfolk to tape 10 episodes aboard *Ike*, five of which featured soldiers, Sailors, airmen, Marines and Coast Guardsmen as part of *Wheel of Fortune's* Armed Forces Week. The carrier also played host to more than 5,000 audience members during the two weeks of taping.

Taping the show aboard an aircraft carrier presented unique challenges to the crews of both the show and the ship. Cranes lifted cars, boats, two aircraft and 280,000 pounds of set, scenery and equipment aboard *Ike*. The crews then transformed the ship's hangar deck into a sound stage. Working side by side, both crews quickly formed a mutual admiration for each other.

"We're so in awe of this ship and the personnel and the way everything just gets done," explained Charlie O'Donnell, the show's announcer. "We're so in awe of them and they're in awe of what we're doing down here



LT Steven Newlund (center), assigned to USS *Gunston Hall* (LSD 44) competes against his Army and Marine counterparts during *Wheel of Fortune*. Newlund was just one of many military contestants participating in the recent two-week taping of *Wheel of Fortune* aboard USS *Dwight D. Eisenhower* (CVN 69).

"In the last year I've met the President, the Secretary of Defense, been on *Wheel of Fortune* and been around the world. You can't beat that."

— RM1 David Cooper Jr.

with the show. We kind of laugh at them and they laugh at us. But, it's just fabulous."

Sailors for the Armed Forces Week shows were selected from the carrier's crew during a competition held last year in Norfolk. Soldiers and airmen were also selected during the same competition. Radioman 1st Class David Cooper Jr., of Riverdale, Md., was picking up his leave papers following the ship's return from a six-month deployment when he found out he had been selected to represent *Ike* as a contestant.

"I had a ball," said Cooper. "I've never been so nervous in my whole life. You can sit at home and play this game until the cows come home and it's easy. But when the lights and the camera are on you and the pressure's on, you've got to maintain your composure and try to think about what's going on. I didn't even think about the money. I hadn't a clue how much money I had because I was concentrating on the board."

"This is a very simple game," said O'Donnell. "It's the old children's game, Hangman, that anybody can play. But it's that combination of the wheel, the jeopardy of 'lose-a-turn' and 'bankrupt.' You may know every puzzle up there and, if the wheel is playing against you, tough luck."

Pat Sajak and Vanna White are two of the most recognizable faces on television. But even these show-business veterans are quick to point out that seeing the crew of a Navy ship in action is enough to impress anyone.

"This is probably one of the most memorable trips we've taken," White said. "Being aboard an aircraft carrier is just so spectacular. I don't know how to describe it. The size of the ship, being on the ship, knowing where this ship has been, it's just overwhelming."

Sajak is no stranger to the military. He spent 18 months with Armed Forces Radio in Saigon during a tour in the Army from 1968 to 1970. But, he admits, nothing he has seen compared with his "tour" aboard *Ike*.

"It's a very unusual place to do a show," said the popular Chicago native. "This is certainly the first aircraft carrier game show, and everybody's been great. Logistically, it's very tough to mount a show like this in a non-broadcast facility. So, the officers and the men and women on the ship have been terrific. One thing you forget when you're out of the military for a while is how people work as a unit. It's great to see teamwork. It's kind of an inspiration for our show."

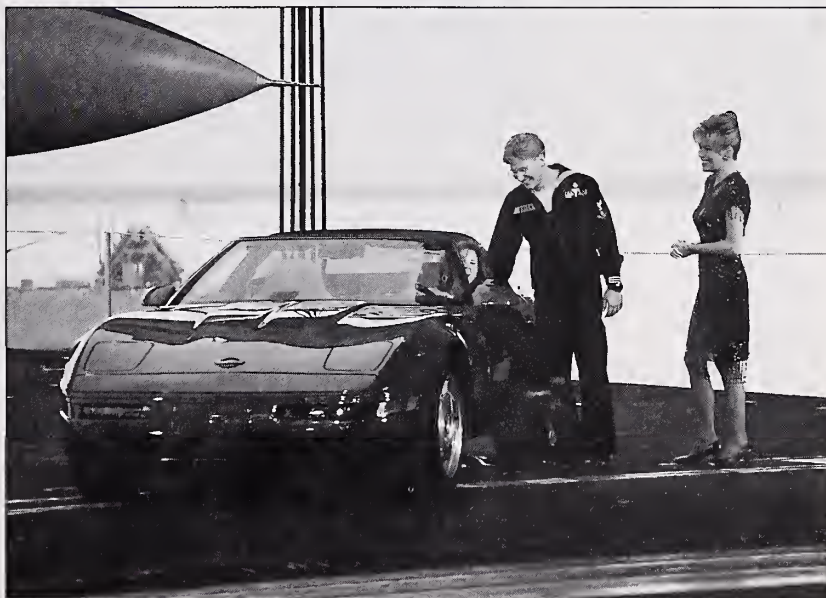
For Quartermaster 3rd Class Brian Grilli of Naval Station Norfolk, the experience as a contestant was certainly inspirational — and profitable. He walked away with a new Corvette. "Awesome," he said. "Incredible. I can't get over it."

"It was a once-in-a-lifetime experience," said Cooper. "In the last year I've met the President, the Secretary of Defense, been on *Wheel of Fortune* and been around the world. You can't beat that." †

Schafer is a Norfolk-based staff writer for All Hands.

► **BM2 Yvonne Dunn, stationed aboard *Ike*, plays the bonus round with Pat Sajak. She won more than \$6,000 in cash and prizes.**

▼ **Chicago native QM3 Brian Grilli and fiancée Cindy, get a first-hand look at their new Corvette. He also won \$47,000 in cash.**



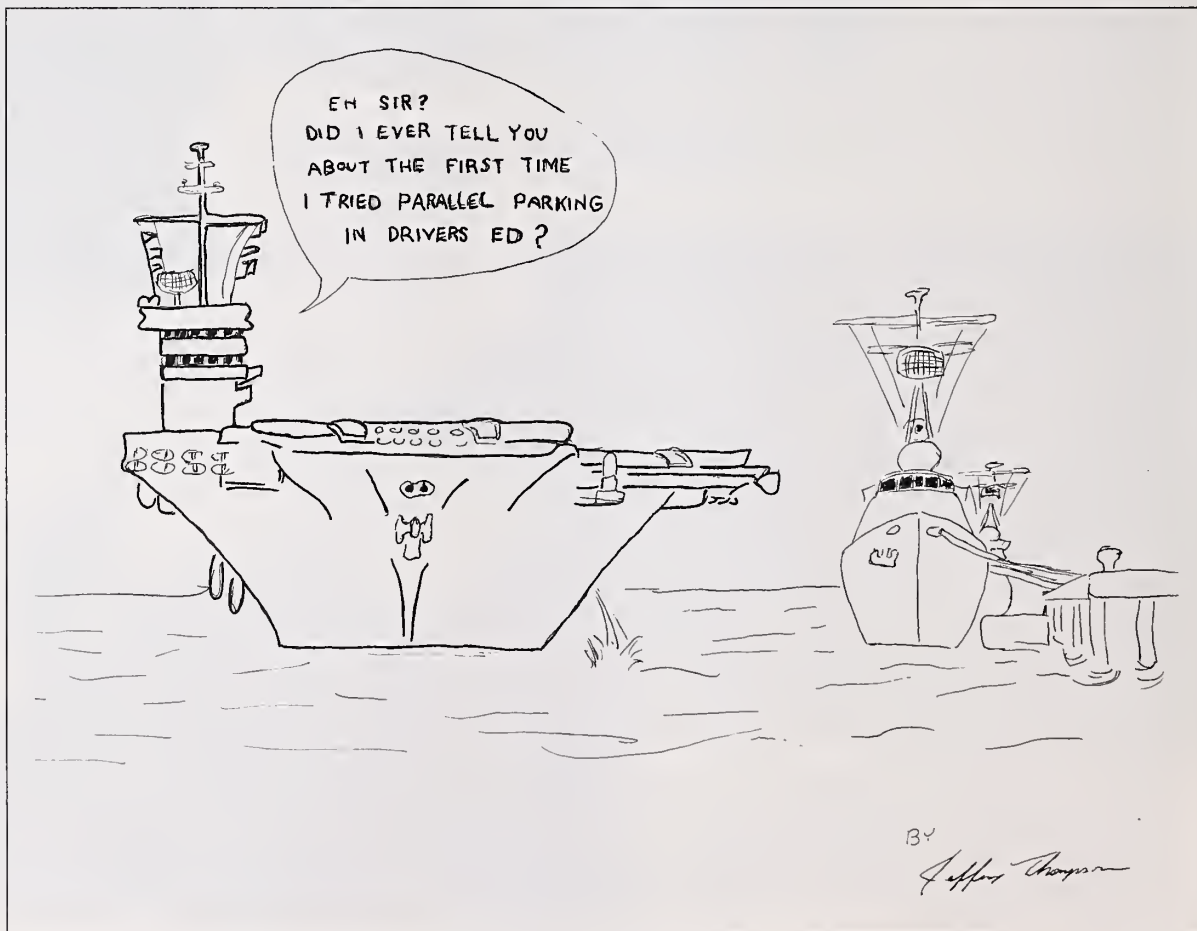


Toons

Editor's note: Several months ago we asked Sailors to send us their cartoons. The next four pages reflect only some of the submissions we received, and we intend to run more of this batch in the next few months. We hope to make this a regular feature in the magazine, so keep those cards and cartoons coming in.

(Right) DMC(SW) Michael M. Luck
Patrol Squadron 30
NAS Jacksonville, Fla.

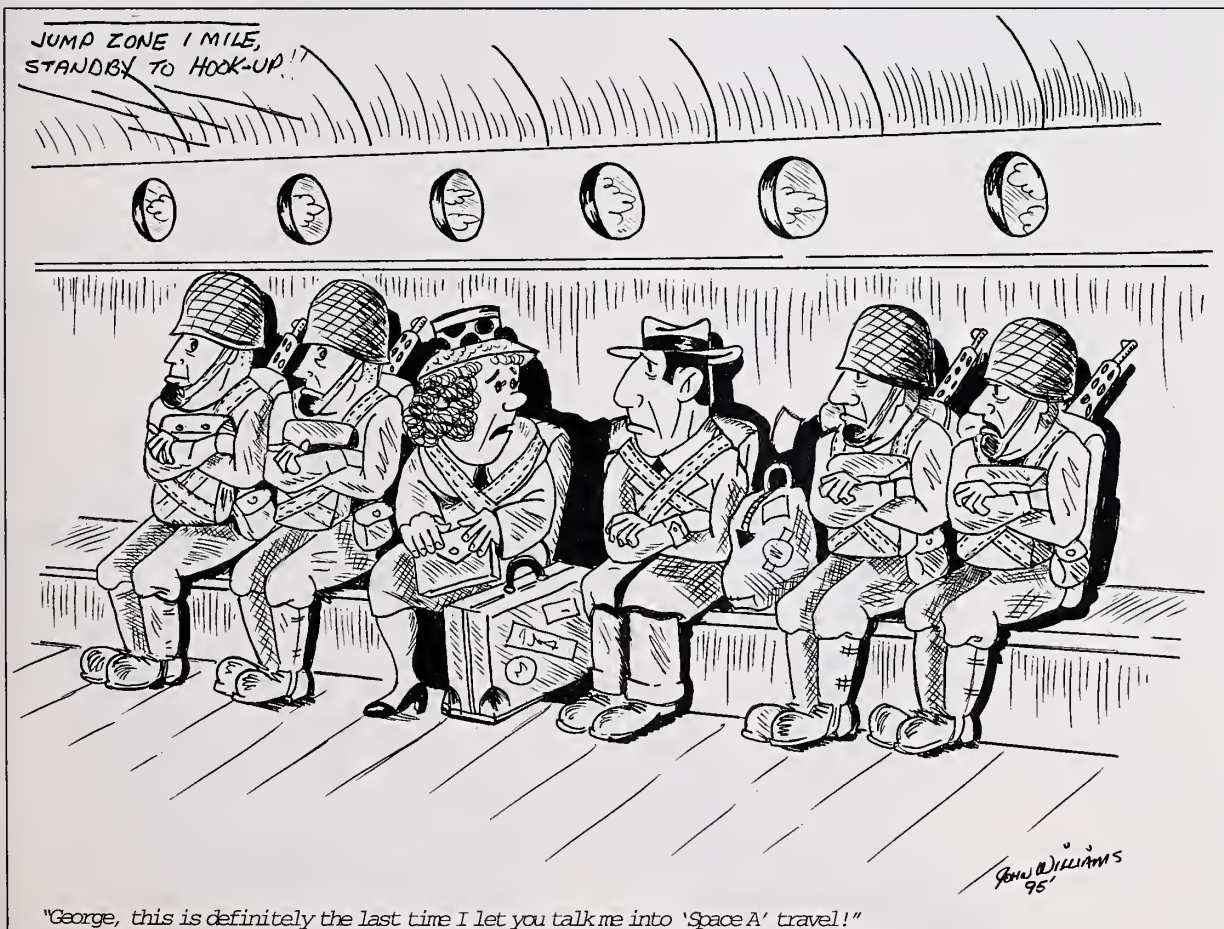
(Below) DM Jeffery Thompson
USS Gary (FFG 51) CS-2

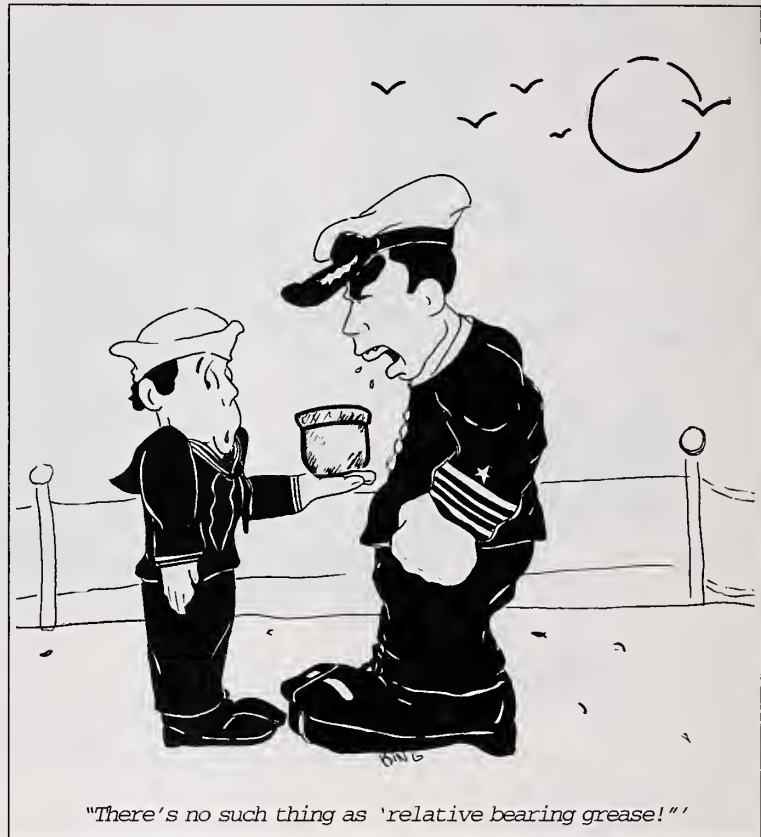




(Left)
QM1(SW) John P. Shea
Navigation Dept.
USS Estocin (FFG 15)

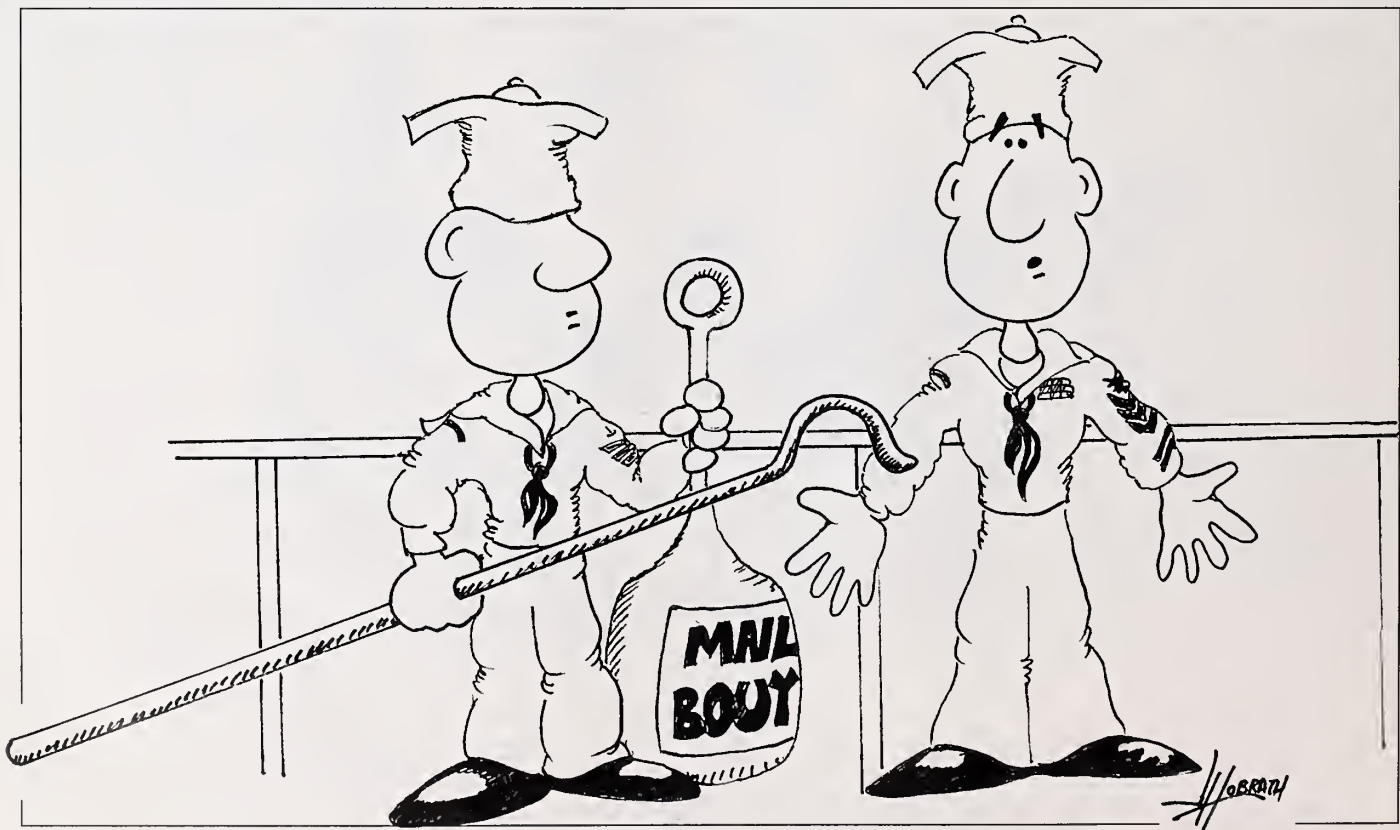
(Below)
Retired CAPT John T. Williams
Bonita, Calif.





(Right) SR Tramaine Michael King
USS Peleliu (LHA 5)

(Below) PR1(AW) Jeff Hobrath
NAS JRB Willow Grove, Penn.





"Yes, we do have a ship called USS Enterprise, but I can neither confirm or deny that we have photon torpedoes."

(Left) IC2(DV) Daniel R. Knauss
SIMA Charleston, S.C.

(Below) MS1 Nick J. Prieto
National Naval Medical Center
Bethesda, Md.



Medical make overs

Story by JO1 Ray Mooney

Most of us probably take our faces for granted. Our eyes, nose, ears and teeth are there every morning when we get up, and aside from some daily hygiene and maybe a little cosmetic magic, we don't really give them much thought.

But what if a routine exam turned up a spot of malignant cancer and your ear had to be removed? Or suppose you caught a line drive with your teeth instead of your glove? Or maybe it was all just fun and games until someone lost an eye.

Well then, meet CDR Robert M. Taft and Dental Technician 2ND Class Steven T. Wheeler. They put stuff back where it's supposed to be at Naval Medical Center San Diego.

"It's replacing parts of the head and neck area lost due to traumatic injury or cancer," Taft said. It's called maxillo-facial prosthetics, and with the help of modern dental tools and supplies such as acrylics, new noses, ears, eyes and teeth become a reality.

"I say the head and neck area, but we don't limit ourselves to that. We do go below the head to include digits and various parts of the body," said Taft, a native of Utica, N.Y.

But these prosthetics don't come off the rack like a cheap suit, according to Taft. "If you went into a hospital and saw an orthopedic prosthesis service, you'd walk in and see spare legs hanging up. That's not what we do here. Everything we do here is custom-made. Nothing is stock. Everything is done by hand."

And that's because their work is open to such scrutiny, Taft said. "People who have anything done to the external part of the face are left open to public criticism, and so people are very conscious of those things."

Every patient has a unique face and a unique concern, providing constant challenges for this two-man team. Once they've decided what they're going to do, that's just the beginning. There's more to it than just making a mold and casting a nose in acrylic.

"Our patients want to look the way they looked before



▲ CDR Robert Taft (left) and DT2 Steven Wheeler examine a prosthetic ear.



U.S. Navy photo



U.S. Navy photo

▲ Before and after a prosthetic mouth piece was created for a patient. The teeth snap onto permanent metal posts and can be removed for cleaning.

they had the surgery," Taft said. With that in mind, they look at hiding the prosthesis. "We'll sit down and map out the person's face, find the normal areas of shadowing and cut the prosthesis to fill in those areas so you won't see it. To end it on a flat surface, it would be easy to pick out.

"It's painstaking. It takes time. And many times we're unhappy and we'll do it over, and we'll do it over, and we'll do it over," Taft added.

And the job's still not finished. Every patient has a different skin tone, or freckles, or a pattern of moles, or something else that makes the job a bigger challenge. Armed with more acrylic, dyes, paints, brushes, bits of thread, and even pieces of their own hair, these artisans put colors, textures, bumps, lumps, lashes, veins and vitality into their creations, all in an effort to get it right.

"We're more critical of our work than our patients are," Taft said. "Most people are just thrilled to get anything."

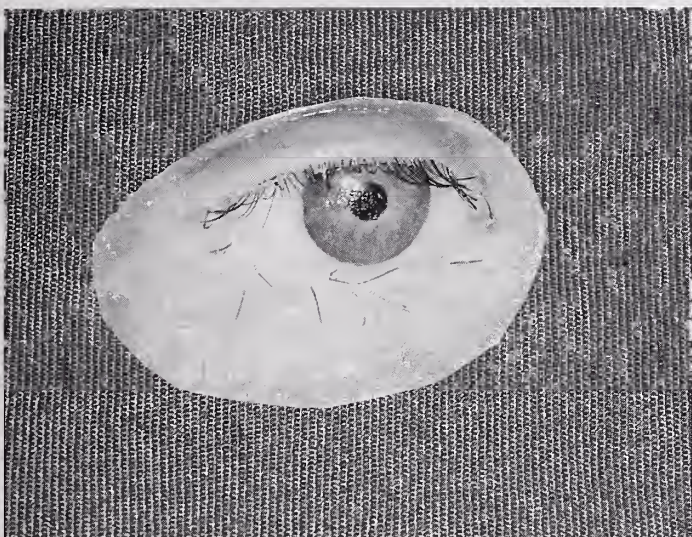
"Sometimes I find that the patient's happy and it looks great," Wheeler said. "But with most of my prostheses that leave here, I [always] think I could have done it better."



And the compassion to do a job like this, to work intimately with patients who are missing parts of their face, doesn't come easy.

"I started as a basic lab tech where you sit and you don't even see the patient," Wheeler said. After two years on the job here he admits, "I'm still trying to perfect it."

"It's a learned skill. It's not something you're born with,"



U.S. Navy photo

▲ A prosthetic eye.

They're making eyes at you

Story by Georgianna Lear

Dental Technician 1st Class Laura Tooley remembers the first eye she made for a patient who had been wearing tape and sun glasses to cover up her lost eye. "When I finally placed the eye, she just started crying and gave me a hug," Tooley said.

"I can never make the perfect replacement compared to [the real thing], but I can try," said Tooley, who is responsible for all maxillo-facial needs of patients at Naval Medical Center, Oakland, Calif. The maxillo-facial area is the upper jaw area of the face and cheek bones.

Tooley said the most difficult part of her job is that she is a perfectionist. "It means a lot to me to do my best in helping to make the patient feel whole again," she said. It's a big order recreating a face, but patients are grateful.

Tooley has made many body parts since coming to Oakland two years ago from the Navy School of Health Sciences, Bethesda, Md., where she received her

Taft explained. "What happens is, your ability to overlook the obvious grows out of your compassion and your feeling for what that patient is going through."

And at the end of a 10- or 12- or 14-hour day of supporting other departments that require prosthetic services; meeting a new patient just medevaced in from Guam; reevaluating an old patient who wants a nose with a summer tan; and repairing or remaking a prosthetic device that has worn out; maybe there's a postcard in the mail — maybe from a patient from years before, or from just last week, dropping a line to say thank you for what was done — to say know how much it helped.

And then it's all worth it. †

Mooney is a San Diego-based photojournalist assigned to All Hands.



U.S. Navy photo

▲ DT1 Laura Tooley carefully trims the eyelashes on a partial facial prosthesis.

training. From creating eyes of every color, to custom-made tracheotomy tubes (an opening in the trachea through the neck to allow the passage of air), ears, faces and cranial plates, Tooley has made them all.

Tooley is one of only seven people in the Navy who do this specialized kind of work. Currently only five hospitals offer this particular care for Navy personnel and their families. "My recruiter said my chances were slim, but I thought, 'If it is meant to be, I will get it,'" she said.

The handiwork of nature will never be replicated perfectly, either through artistic or scientific means. However, the work done in the maxillo-facial department is proof of the valiant effort to restore people's lives with good reproductions of nature's creation. †

Lear is assigned to the public affairs office, Naval Medical Center, Oakland, Calif.

Breaking the silence

Navy combats domestic violence

Story by Patricia S. Oladeinde

This sickness does not discriminate. It has no friends and many enemies. It's on the rise, and touches all economic, ethnic and social groups. Some people manage to escape it, most people know someone who's affected by it and still others do everything they can to stop it. It's called domestic violence.

The military cannot shield itself completely from the devastating effects of abuse. However, the Navy is doing a great deal to educate its people in preventing abusive behavior and helping stop the cycles that have already begun.

According to Eileen Grady, a clinical social worker (advocacy-licensed), at National Naval Medical Center (NNMC), Bethesda, Md., domestic violence tends to work in a cycle. A husband who abuses his wife may also abuse his children. An abused wife may take her anger out on a child. Children then often abuse other siblings who may grow up to continue the cycle of abuse. The cycle usually starts with emotional

abuse and gradually builds to physical confrontation.

"There is usually a combination of factors that can add to family tensions," said Grady, "especially for the E-1s to E-6s. For instance, a lot of our Sailors are young and away from their families for the first time. Distance, along with financial problems, feelings of isolation, a history of witnessing violence as a child, substance abuse and many other components that make up military and personal lifestyles, take a toll on these young Sailors or couples, and minor problems are exacerbated to out-of-control situations."

"A significant amount of abuse stems from a lack of communication and parenting skills," said Angelique Nolan, community health nurse for family support advocacy at NNMC. According to Nolan, the Family Advocacy Program (FAP) not only provides counseling services for families of domestic violence, but also provides victims with information on support groups, shelters, CHAMPUS benefits and safety planning.

The effects of domestic violence can last a lifetime

- ◆ Domestic violence occurs among all races and socio-economic groups.
- ◆ Violence will occur at least once in two-thirds of all marriages.
- ◆ Approximately 95 percent of the victims of domestic violence are women.
- ◆ During the six-month period following an incident of domestic violence, approximately 32 percent of women are victimized again.
- ◆ In the United States, a woman is more likely to be assaulted, injured, raped or killed by a male partner than by any other type of assailant.
- ◆ National Crime Survey data show that women are the victims of violent crime committed by family members at a rate three times that of men.
- ◆ An estimated 3 to 4 million American women are battered each year by their husbands or partners.
- ◆ Crimes committed by relatives are more likely to result in an attack and injury than those committed by acquaintances or strangers.
- ◆ Research suggests that wife-beating results in more injuries that require medical treatment than rape, auto accidents and muggings combined.
- ◆ Spouses or ex-spouses commit more than half of all violent crimes by relatives and about two-thirds of all crimes by relatives against women.
- ◆ Each year, more than 1 million women seek medical assistance for injuries caused by battering.
- ◆ Battering often occurs during pregnancy. These women have twice as many miscarriages as nonbattered women.
- ◆ The FBI reports that 40 percent of female homicide victims are killed by their husbands or boyfriends, while 6 percent of male homicide victims are killed by their wives or girlfriends.
- ◆ Children from violent homes have higher risks of alcohol and drug abuse and juvenile delinquency.

Nolan said the rise in reported cases is based on the fact that military agencies are more aware of signs of abuse and are mandated to report them to Navy officials. In addition, the Navy has increased its family service center staffs to include more programs and services to reach the community and its victims.

"All states now require people in public service positions — doctors, teachers and child-care workers — to report suspected abuse or neglect," said Grady. There is also "good faith" reporting, which protects people who report suspected abuse or neglect cases from being sued by the person if the report was made in good faith, with no intention of malice.

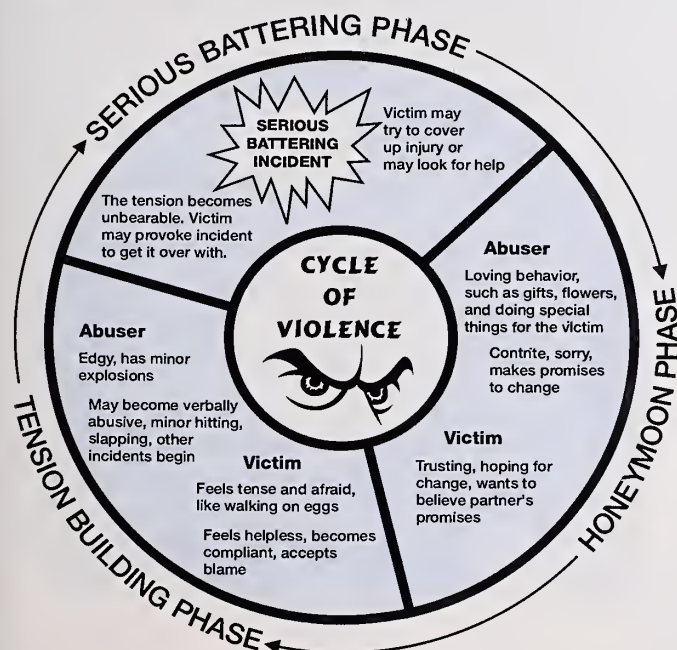
"This is not a 'guilty until proven innocent' kind of thing," said Grady. "Our main concern is to protect the child or spouse."

If you suspect that a child or spouse is being abused, report it to family advocacy. They will have those involved come in for an initial consultation. After that session, the social worker decides if an abuse case needs to be opened.

"Family advocacy is here to help you, not judge you," said Nolan. "We always give the support, training and referral if needed to anyone who seeks help. This way, we can all work together to break the abuse cycle and prevent another one from starting."

Early identification increases the chance of a positive and safe outcome and most importantly, it will help cure this sometimes-fatal sickness. †

Oladeinde is a staff writer for All Hands.



Child abuse and neglect indicators

Physical abuse:

Physical indicators

- unexplained bruises
- unexplained burns
- unexplained fractures.

Behavioral indicators

- extreme aggressiveness or withdrawal
- wary of people
- feels deserving of punishment.

Emotional abuse:

Physical indicators

- shallow, empty facial appearance
- failure to thrive in a normal way
- lags in physical development.

Behavioral Indicators

- depression
- poor self-esteem
- developmental lags.

Neglect:

Physical indicators

- underweight, poor growth pattern
- consistent hunger, poor hygiene
- lack of supervision.

Behavioral indicators

- inappropriate seeking of affection
- extended stays at school
- avoids other children, embarrassed to be with others.

Sexual abuse:

Physical indicators

- difficulty walking or sitting
- torn, stained underclothing
- venereal disease
- early pregnancy.

Behavioral indicators

- sophisticated or unusual sexual behavior or knowledge
- sexually acting out with other children
- acting out guilt with self-destructive behavior.

If you are aware of a violent episode in progress, report it. Seek help if you are involved in an abusive relationship and refer any individual in a violent relationship to a family violence, crisis or counseling resource. For more information, contact your local family service center.

Signs to look for in a battering personality

Jealousy: At the start of a relationship, an abuser may say, "Jealousy is a sign of love." Jealousy has nothing to do with love, it's a sign of possessiveness and lack of trust.

Controlling behavior: The batterer will say this type of behavior is based on a concern for the safety of the abused individual.

Quick involvement: Many battered women dated or knew their abuser for less than six months before they married or lived together.

Unrealistic expectations: Abusive people will expect their partners to meet all their needs. They expect the perfect spouse, father/mother, lover and friend.

Isolation: The abusive person tries to cut the abused person off from all resources. Victims who have friends of the opposite sex are "whores;" those with friends of the same sex are "homosexual." Victims who are close to family are "tied to the apron strings."

Blames others for problems: If abusers are chronically unemployed, someone is always doing them a wrong, or out to get them.

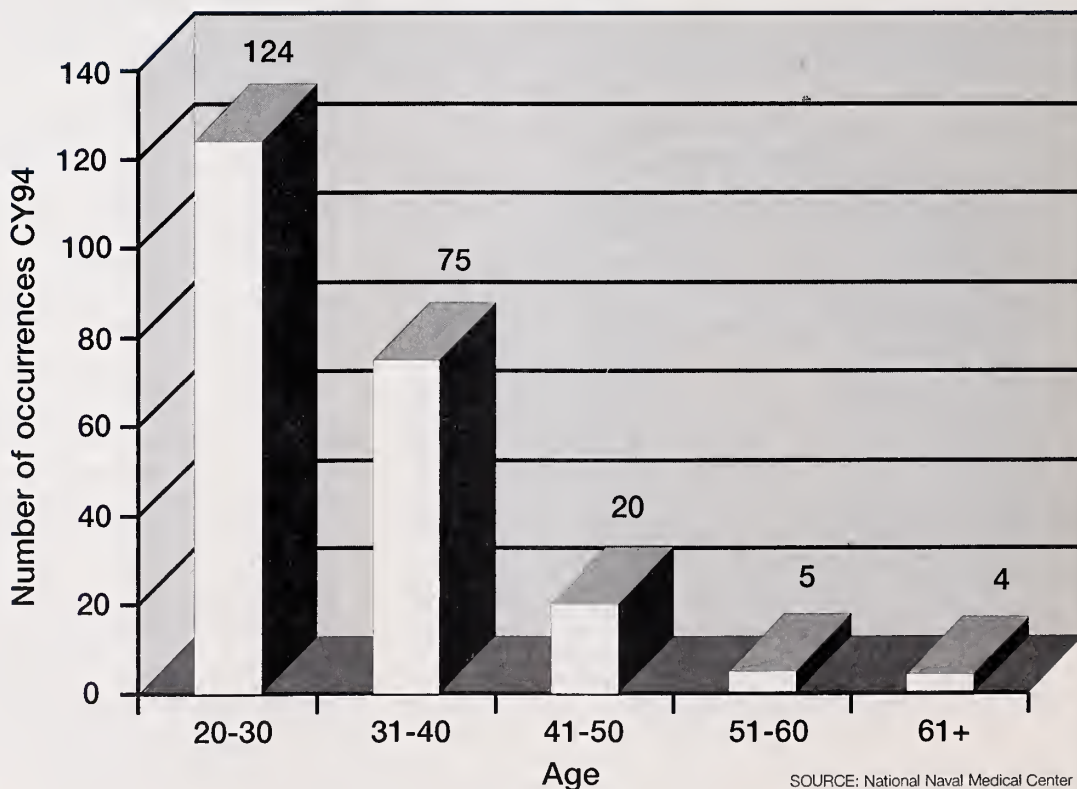
Hypersensitivity: Abusers are easily insulted. They claim their feelings are "hurt" when really they are mad. They also take the slightest setbacks as personal attacks.

Cruelty to animals or children: An abuser may punish animals brutally or be insensitive to their pain or suffering; this individual may expect children to be capable of doing things beyond their ability. For example, an abuser may whip a one-year-old for wetting a diaper.

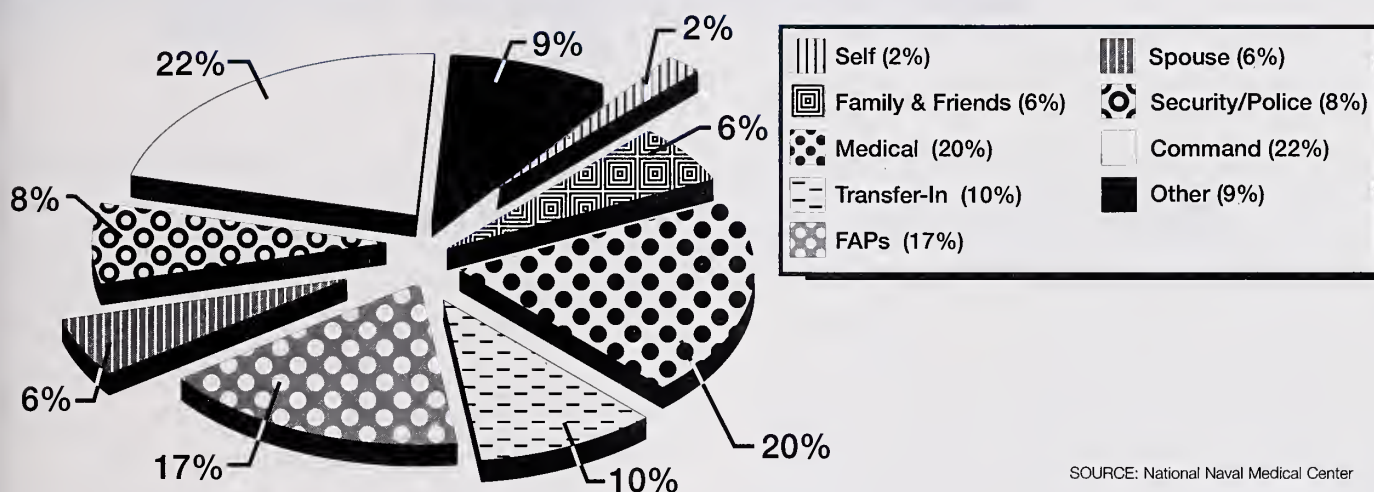
Past battering: Abusers may say they abused before because the victims "made them do it." Batterers will beat anyone they're with if the victims stay around long enough for the violence to begin. ⚡

SOURCE: National Naval Medical Center

Spouse Abuse Offenders (by age)



Source of Family Advocacy Referrals



SOURCE: National Naval Medical Center

Treatment Services Available in the Military through FAP

“Learning to Live Without Violence” — A four-week general military training course on domestic violence in the military.

Women’s educational group — A six-week educational group for women who experienced violence in a relationship.

Women’s therapy group — A long-term, insight-oriented, interpersonal therapy group for women who have completed a short education group.

“Domestic violence treatment” — A 14- to 17-week long behavior change, education and insight-oriented treatment group for men who have perpetrated violence within a relationship.

Domestic violence treatment group (based on the Duluth, Minn., model) — A 24-week behavior change, education and insight oriented treatment group for men who have perpetrated violence within a relationship.

Men’s group counseling — An open-ended, interpersonal, insight-oriented and behavior change follow-up group for men previously treated in structured group.

Couples’ group counseling — Time limited educational, interpersonal group for couples who have experienced domestic violence.

PACE — A 20- to 24-week educational, behavior change, interactional group for men involved in perpetrating domestic violence.

Adults Molested as Children — A long-term interactional group for individuals sexually abused as children.

Parenting treatment group — An 8- to 13-week educational and behavioral change program for parents.

Children’s/parents’ concurrent group treatment programs — A 6- to 10-week interactional, educational program for children and parents (separately). ‡

Training may vary from command to command.

SOURCE: National Naval Medical Center

Keeping a

How your moods affect your driving

Story courtesy of Parlay International

It's a fact of life — we all have good and bad moods. But, when you're driving, you have to keep those moods under control — especially the negative ones.

Keeping cool, calm and collected under all circumstances is important to your safety. A mature Sailor maintains his or her self control.



Temper, temper

It's inevitable you'll lose your temper once in awhile. But learning to handle your anger is important because angry people can become dangerous people when they're driving motor vehicles.

It may be difficult to keep your anger under control, but it can be done. Your own attitude is a starting point. For instance, you may be tempted to get back at another driver who does something foolish. But, as a professional, you make a wiser choice. You know the other driver has created a dangerous situation and you could make it even worse if you react in anger.

Take some deep breaths, keep your lid on and remind yourself your own safety is more important than any urge to react. Set a good example for other drivers — including the one who made you angry.

As long as you stay in control, chances are the situation won't escalate into something more perilous than it already is. Being a defensive driver can make your driving life safer and easier. You need good judgment when there's risk involved. Emotional responses only make the risk greater.

cool head

Impaired driving

If you start your day in a bad mood, it can actually impair you physically. Your normal reactions may be clouded by anger, anxiety or grief. By starting out under stress you can tire early and can develop a headache, upset stomach or other problems.

It's good to know how to respond to stressful situations and how to avoid them if possible. If you can't, make sure your driving is orderly and careful. Your good habits will carry you through.

Learn to relax

If you are stressed out, try some relaxation techniques. Stop if you can. Get out, stretch and walk around a little. Put some soothing music on the radio. Do some deep breathing while you're at the wheel. On the other hand, it can be dangerous to get overly relaxed when you're driving. A blissful mood may be pleasant but it can cause you to daydream. Your mind may wander and, in a tight squeeze, your reactions may be too slow. Keeping an even keel is your best bet.

Keep in shape

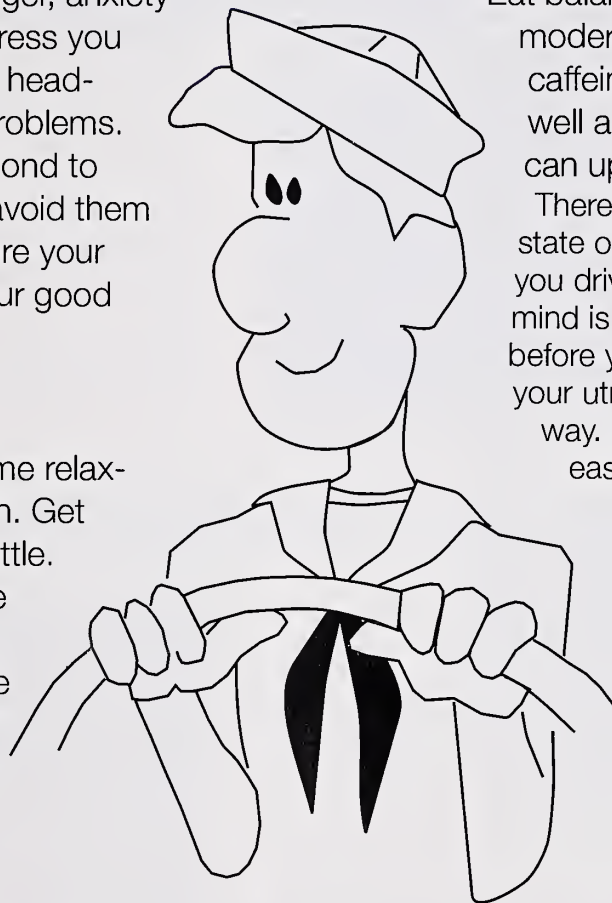
The condition of your body plays a big role in the control of your moods. Avoid fatigue when you're on the road. It's easy to fall into a

negative mood when you're tired.

The food you eat also plays a part in your moods. Avoid junk foods and too much sugar.

Eat balanced meals, eat moderately and go easy on caffeinated beverages, as well as spicy foods that can upset your stomach.

There's no doubt that your state of mind governs the way you drive. Make sure your mind is in a positive mode before you start out — and do your utmost to keep it that way. It'll make your day a lot easier. ‡



Be Safe



Buckle Up

Models of Success

All Hands focuses on the Navy's role models

Seaman Thang Pham



Ship: USS Barry (DDG 52)

Hometown: Ho Chi Minh City, Vietnam

Job Description: Deck hand aboard USS Barry

Hobbies: Volleyball, swimming and basketball

Marital Status: Single

Achievements: "I left Vietnam in 1987, lived in Thailand until 1989 when I moved to Hawaii, received my citizenship and decided to join the Navy. I had to muster all the courage I had to leave my family and country to make a name for myself in the United States."

Key to Success: Dedication to self-improvement.

Favorite quote: "You never really lose until you stop trying." ‡

Command: Navy/Marine Corps Reserve Center, Ebensburg, Pa.

Hometown: Sacramento, Calif.

Job Description: Staff corpsman for 10 active-duty and 80 reserve Marines

Hobbies: Aerobics, softball and painting

Marital Status: Married with four children ranging in age from four to 23.

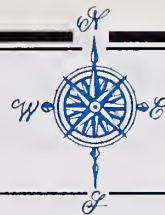
Key to Success: "Be positive. Carry out your duties with a sense of honesty and fair play. Let instruction be your guide, and be consistent in their use. Always temper all assignments with humanity. Remember, we are all in this together. Remain focused on each new challenge.

Favorite quote: Lead by example. ‡

Hospital Corpsman 1st Class Libby Ann Valeski



Bearings

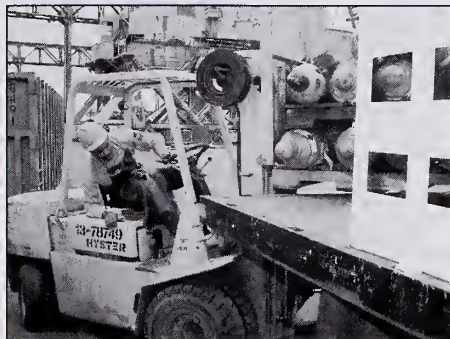


Kennedy's HAZMAT Program ... getting the job done

Environmental protection is a vital concern everywhere these days, but aboard USS *John F. Kennedy* (CV 67), undergoing a two-year overhaul at the Philadelphia Naval Shipyard, hazardous material (HAZMAT) control is a definite challenge.

"Because of our present environment and the Navy's policy on hazardous material, we track all HAZMAT from what is called the 'cradle to the grave,'" said LTJG Mel C. Davis, Kennedy's HAZMAT officer. Davis and his team make sure all HAZMAT is controlled from the time of requisition to the time of disposal.

Total accountability is one of the things that makes the program successful. "We begin issuing hazardous materials, such as primer, paint and lube oil at 7:30 a.m. We continue issuing material throughout the day," Davis said. "The containers we issue



SK2 Casey A. Tuggles uses a forklift to load used nitrogen bottles on a truck for proper disposal.

are specifically labeled with warnings and identification numbers that make them easier to track. By the end of the work day, we have an accurate accounting of every container."

Each person is given a receipt for any material issued. When that person returns any unused material, the

issued receipt is stamped and the copy on file is also stamped.

"If, at the end of the day, the material hasn't been returned, the tracking process is at the tip of our fingers," Davis said.

While Kennedy is in the shipyard, quite a bit of primer and paint is being used, but the HAZMAT staff issues the precise amounts needed for a job. "We use special-ordered measuring cans so primer waste will not occur," Davis said.

Davis estimates that USS *John F. Kennedy*'s HAZMAT Program is saving the Navy more than \$900 a week on primer alone. "When you have concerned people working with hazardous materials," said Davis, "your program will be a definite success." †

Story by JO2 John Oliver Moulton and photo by PH2 Peter R. Kline, both assigned to USS John F. Kennedy (CV 67).

Navy has a raging bull in Texas

Bull riders are people who won't settle for a simple game of tennis or even football — no, they want to wager their talent against 1,000 pounds of untamed rage.

The environmental recycling and solid waste manager at Naval Air Station Dallas is one of these adventurers. Aviation Electrician's Mate 1st Class Charles W. Sibley wouldn't want any other sport.

"Bull riding is the ultimate competition," said Sibley. "You're not competing with someone who's your equal, you're competing against something that's much more powerful than you. The odds that you're going to lose are so much greater than the odds of you winning. The top 15 bull riders in the country only stay on about 85 percent

of the bulls they ride, and they're the best."

Sibley didn't start riding until he was 15 when he took a dare and decided to get on a bull. "I rode (for 8 seconds) the first bull I ever got on and decided, 'Hey I want to try this again,' so I rode until I joined the Navy," said Sibley.

Sibley was geographically away from the sport while in Virginia, but began to ride again when he returned to Texas three years ago. "I haven't won anything at a rodeo since I started riding again," said Sibley. "I do it mainly for fun.

"But, if you're going to ride bulls you'd better take bull-riding lessons," he said. "Anytime you get on a bull, no matter how docile the animal seems, chances are he could hook you with



AE1 Charles W. Sibley (left) and Scotty Jones resin their ropes in preparation for their turn in the bull-riding competition.

his horns," said Sibley. "But, their horns aren't the most dangerous part — their feet are. Twelve to 1,600 pounds stepping on you — it breaks bones."

†

Story and photos by Tammy Finegan, assigned to the NAS Dallas Public Affairs Office.

Bearings

Volunteers help out on St. Maarten

St. Maarten's citizens are used to having visitors, but they were a little apprehensive when the 97,000-ton, Norfolk-based USS *Theodore Roosevelt* (CVN 71) dropped anchor in the blue coastal waters off the island. The ship's visit marked the first port call of a *Nimitz*-class aircraft carrier to the tiny Caribbean island, and islanders didn't know what to expect. However, Sailors quickly showed themselves to be friendly visitors to the many beach-front shop

owners.

One of five islands that form the Netherlands Antilles, St. Maarten is co-owned by the Dutch and French, and the language and influences of both nations are evident. *Roosevelt* anchored at the Dutch port Philipsburg, but Sailors were offered free bus rides to the French side of the island. Many of the crew were able to enjoy the relaxing atmosphere and mixed cultures of the island, but some took their free time and put it to use doing volunteer work at Hillside Christian School in Philipsburg.

The work was a joint project of *Roosevelt*'s command religious ministries department and Jack and Asha Stevens. Asha is the Hillside superintendent and has been working with the school since its inception in 1968. Her husband, Jack, is a retired U.S. Army major.

More than 300 students joined in a song of welcome for the Sailors who came to upgrade their school. The

volunteers spent several hours chipping paint, preparing metal surfaces and painting trim work. "It's a tribute to the Sailors' generosity to give up their free time for a community project," said LCDR Joseph A. Scordo, one of the ship's chaplains.

As the classes let out for the day, students stopped to talk with the Sailors. They drew pictures of the ship in art class and marched around shouting "Ahoy!" to anyone with a paintbrush. "It's a good way to show what type of people [make up] the military," said Alma Landman, the school's art teacher.

After completing the day's work, the volunteers were treated to a dinner of traditional island dishes: seasoned rice, chicken, salad and fried plantain (a banana-like fruit). "The work done today probably had more positive impact on the attitudes of locals toward America than any other aspect of the ship's visit to the island," said Superintendent Stevens. "We thank you." ‡

Story by MM3 W.B. Smith assigned to USS *Theodore Roosevelt* (CVN 71).



Children of the Hillside Christian School gather for a group photo.

Airmen earn their sea legs

The number of Air Force people who can tell sea stories grew by five recently when airmen from Travis Air Force Base, Calif., got under way with USS *Carl Vinson* (CVN 70).

One mechanic, three operators, an officer-in-charge and an R-11 refueler truck were aboard the carrier to provide backup JP-5 aircraft fuel while the ship's own fuel system was being re-certified.

Fuel certification has to be done after an extended ship's restricted availability," said Fuels Officer LT William Bailey. "We need clean fuel to give the embarked air wing."

"We topped off three helos the first day," said Air Force Capt. Tim Schaf-

fer, officer-in-charge of the small detachment. "We maintained stand-by services after the fuel system came back on line."

Schaffer was impressed, especially during flight operations. "We got to see how a sister service does things. That was really something. We saw how you do business and compared notes."

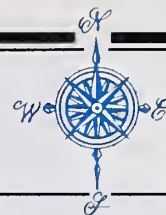
All five Air Force personnel got to experience exactly what a Navy ship does at sea, and they enjoyed every minute of it, according to Air Force Sgt. Mark P. Rios. "We had a real good tour of the ship," he said. "We got to see how they do business upstairs on the flight deck. We went

Air Force Tech. Sgt. Robert H. Mayer, a refueling mechanic, inspects a hose on a fuel truck during a recent at-sea period aboard USS *Carl Vinson* (CVN 70).



up to Vulture's Row about 10 times. That was a real rush." ‡

Story by JO1 George Hammond, photo by JO1(AW) William Dagendesh, both assigned to public affairs office, USS *Carl Vinson* (CVN 70).



MSs spice up home economics class

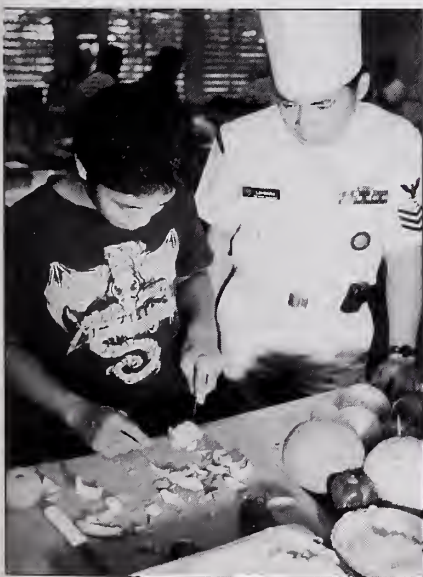
If mess management specialists (MSs) from Naval Computer and Telecommunications Station (NCTAMS), Eastern Pacific, Hawaii, had their way, the number of high school dropouts would decrease dramatically. The number of "A"s would increase astoundingly and the number of high school grads going on to be chefs might skyrocket.

When five MSs took over a local high school's home economics class for the day to prep students for the Hawaii Student Culinary Exposition, the students refused to leave when the bell rang.

"You guys need to go to English," insisted Laura Sato, the school's home economics instructor. "I'll give five extra credit points to anyone who goes to English." The students sat quietly, oblivious to the bell and the teacher's voice. They watched intently as MS3 Samuel Reed squeezed out frosting rosebuds on a cake.

"How about 10 extra credit points,"

MS1 Moises Lovinaria watches as a student carves a flower out of a potato.



MS2 Glenda Perez watches as students attempt to recreate her napkin folding techniques.

pleaded Sato. The enrapt students pretended not to hear. They wanted more. "It was amazing!" said Sato. "We had very active participation from the students. They really loved it.

"NCTAMS has been coming out here every year for about four years. It's always an excellent chance for the students to get hands-on experience."

The students were "wowed" by the MSs wielding their culinary expertise. MS2 Glenda Perez showed how to make a napkin stand on three corners during her napkin folding demonstration.

MS1 Moises Lovinaria turned an orange into a bright, colorful flower using mashed potatoes and food coloring. MS2 Gilberto Eleazar made a flying duck out of a carrot and MS3 Ernie Scheer joined Reed in cake decorating.

"Another 20 or so more and you'll get the hang of it," encouraged Lovinaria, as high school student Randy Fernandez attempted to make

an edible flower.

"This isn't so tough. I think I'll make one of these for the exposition," said Fernandez as he "spooned" blue mashed potato petals onto an orange.

"You see them progress in a matter of minutes," said Reed. "What we're showing them today directly relates to what they'll be doing at their culinary exposition. It's also fun coming out here. It feels good to interact with the students and the community."

NCTAMS Food Services Officer, MSCM Danilo Batac, echoed his MSs' feelings. "They are very eager to learn. We look forward to coming out here every year. We keep getting invited back, so they must like it, too!" †

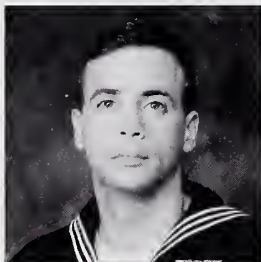
Story and photos by JO2 Robert Benson, NCTAMS EASTPAC Public Affairs.



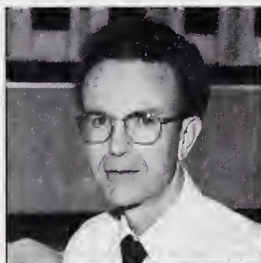
Yeoman 1st Class Joyce Bland was recently selected Military Sealift Command Far East's Shore Sailor of the Year. "Working with MSC has exposed me to working with other services," Bland said. Her advice to other sailors is: "Cross train yourself and know every area of the mission of your command." A native of Gary, Ind., Bland is attached to MSC Okinawa.



CAPT William J. Phillips was recently presented with "The Order of the Long Leaf Pine," by North Carolina Governor James B. Hunt Jr. Phillips, a native of Kannapolis, N.C., was officer-in-charge of the U.S. Navy Band, Washington, D.C., until his retirement last month. The award is the state's highest service award and was presented in recognition of Phillips' outstanding achievement during his 38 years of naval service.



Aviation Boatswain's Mate 1st Class (AW) Joseph D. Howard was recently named USS *Theodore Roosevelt's* (CVN 71) Sailor of the Year. Howard credits his success with a simple concept: "Follow up. When you delegate a task to someone, you need to follow up on it," Howard said. Howard, hailing from Connellsville, Pa., works as career counselor for the ship's air department.



Dr. Thomas L. Reinecke, head of the Electronic and Optical Properties Section, Electronic Materials Branch of the Naval Research Laboratory's Electronics Science and Technology Division, was recently awarded the 1994 Humbolt Research Award for Senior U.S. Scientists. The award is granted by the Humbolt Foundation to "outstanding U.S. scientists in recognition of accomplishments in research and teaching."



Aviation Structural Mechanic Debra A. Samborski was recently chosen to participate in the Navy's Enlisted Commissioning Program. Samborski, a native of Chicago, is attached to the Aircraft Intermediate Maintenance Department, Naval Air Station Fallon, Nev. Of the 700 applicants, 150 Sailors were chosen for the 1995 program.



Quartermaster 1st Class (SW) Daniel J. Nicholson was recently selected the Atlantic Fleet Surface Force Sea Sailor of the Year. Nicholson, from Reading, Mass., was cited for his exceptional achievements as USS *Clifton Sprague's* (FFG 16) assistant navigator, Enlisted Surface War Specialist Coordinator, command financial specialist and Combined Federal Campaign coordinator.

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 Distribution: **Garland Powell**; Editorial: **Jan Kemp, Dennis Everette**.

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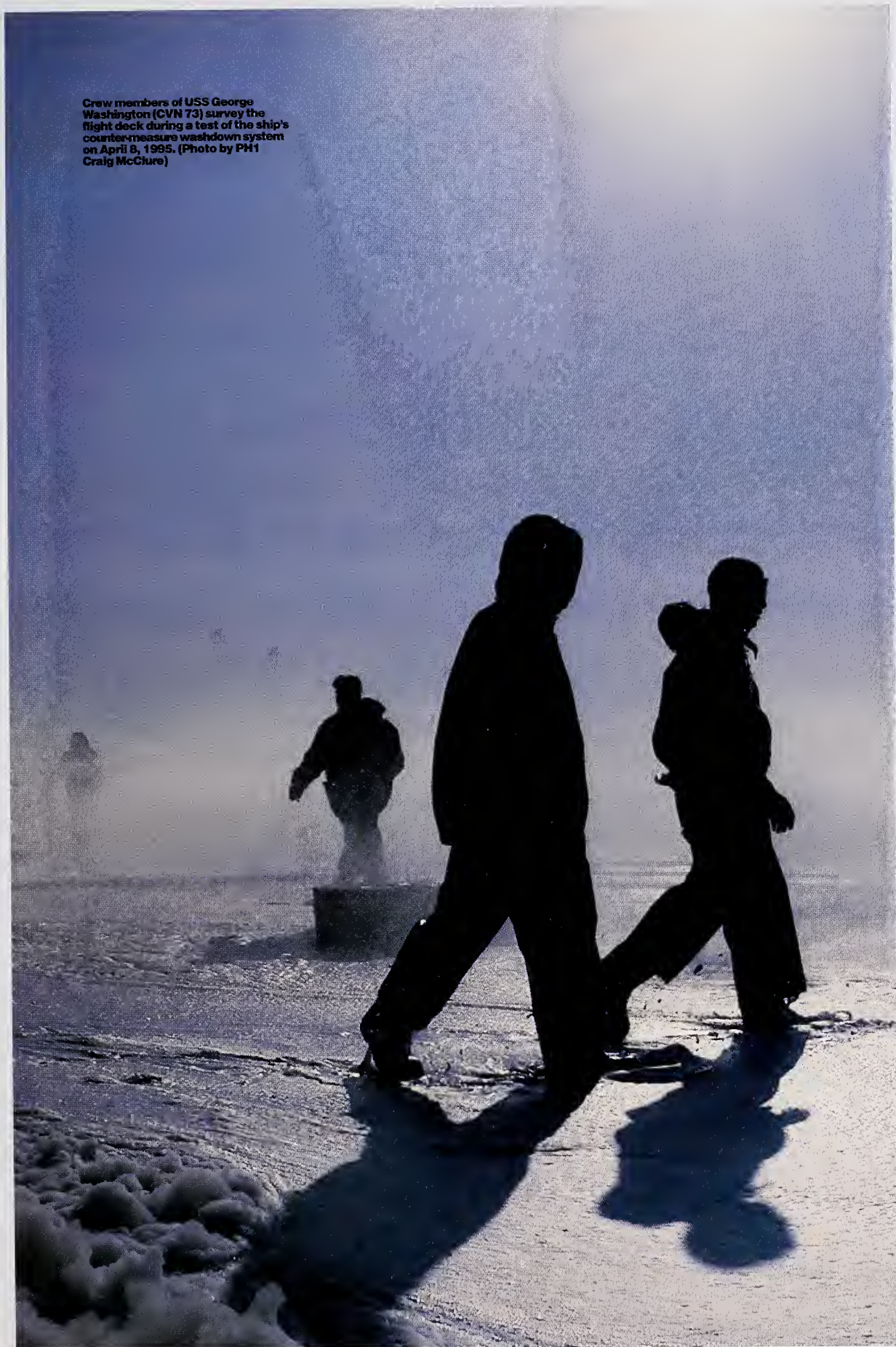
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Crew members of USS George Washington (CVN 73) survey the flight deck during a test of the ship's countermeasure washdown system on April 8, 1995. (Photo by PH1 Craig McClure)





Left: EN3 Douglas Paschall at his watch station as Main Engine Operator.

Name: EN3 Douglas G. Paschall

Hometown: Paris, Tenn.

Hobbies: Sports, especially tennis

Watch responsibilities: Main Engine Operator, Main Machinery Room 2, USS *Whidbey Island* (LSD 41).

Job responsibilities: Hydraulics Shop, "A" Division – performs maintenance on ship's ballast system, deballast air compressor and ship's boats.

Places visited while in the Navy: South America, East Africa, Puerto Rico and Cuba.

Best part of the job: Humanitarian relief in the Straits of Florida. "It was a rewarding feeling helping the Cuban refugees during Operation Able Vigil."



ALL HANDS

MAGAZINE OF THE U.S. NAVY



中国人民解放军海军

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Israel

A recent port call in Haifa, Israel proved interesting for Sailors stationed aboard USS *Theodore Roosevelt* (CVN 71), as they enjoyed three days of liberty in the city.

According to *TR* Sailors, Haifa was the perfect starting point for exploring the Holy Land. Jerusalem in particular was a popular attraction.

"It was the most moving thing I've ever experienced in my life," said Electronics Warfare Technician 2nd Class Craig P. Richardson.

"It was a dream come true," added Storekeeper 3rd Class Erik C. Makrush of the tour of Jerusalem. "I read about these things in the Bible — where Solomon and David built the city, where Christ walked the earth."

Walking the streets of the Holy Land was overwhelming for some Sailors as they toured the many Biblical sites. As the port call ended and he headed back to the ship, Cryptologic Technician (Communications) 3rd Class Mike J. Pittenger said, "Where Jesus had been ... I felt a presence."



U.S. Navy photo



U.S. Navy photo



U.S. Navy photo



Life Saving 101

A search and rescue instructor demonstrates life-saving techniques to a student. See story on Page 28.



Navy Life

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Front cover: A Chinese sailor stands by for inspection during the arrival ceremony of USS *Bunker Hill* (CG 52) to Qingdao, China.
 Photo by PH1 (AW) Robert Shanks

Charthouse

VHA survey important to establish rates

Do you know one of the quickest ways to control how much money you get in your pay check? Fill out the upcoming Variable Housing Allowance (VHA) survey and you should see results in January 1996.



The annual survey is being sent to all Navy members worldwide through their commands or personnel support detachments, to establish local variable housing rates for next year. Completing the survey is probably the single most important thing Sailors can do to ensure the correct housing cost information is provided to planners who set VHA rates.

The survey can be completed in 10 minutes or less, and the information requested can be easily provided from memory. The survey is being conducted May through September.

"I get lots of questions from Sailors about why their VHA is so low," said ADM Mike Boorda, Chief of Naval Operations. "Doing the survey correctly is the first step in getting the right rates set. We really do control our own destiny on this and it all starts with how correctly and completely you fill out the form."

More information is available in NAVADMIN 101/95.

Navy sponsors Earth Year Photo Contest

To recognize the 25th anniversary of Earth Day, the Secretary of Defense has designated 1995 as Earth Year. The Navy is sponsoring an environmental photo contest in support of the special year.

Winners will be selected in the following categories — Cleanup, Compliance, Conservation, Pollution Prevention and Environmental Technology. Entries must be accompanied by a 35 mm slide or a print (with negative), and a brief paragraph describing the photo's contents, location, date taken and names of the people in the pictures.

The contest is open to all Department of the Navy (DON) military and civilian employees and their families. Each entry will become the property of DON for use in publications, displays and other activities supported by the Office of the Assistant Secretary of the Navy (Installations and Environment).

The deadline for submissions is Oct. 1, 1995. Send all entries to :

Catherine Stokes
Office of the Assistant Secretary of
the Navy (Installations and
Environment)

1000 Navy Pentagon, Rm 4A686
Washington, DC 20350-1000

For more information call Catherine Stokes at (703) 695-3487. ⚓



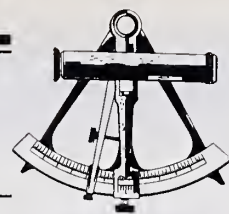
Tough standards set for handling equal opportunity cases

A high-level Pentagon task force on discrimination and sexual harassment, co-chaired by Secretary of the Air Force Sheila Widnall and Under Secretary of Defense (Personnel and Readiness) Edwin Dorn, has identified 48 ways to improve the military services' equal opportunity programs.

The group was charged by Secretary of Defense William Perry and former Deputy Secretary of Defense John Deutch to review the services' discrimination complaint processes

and recommend improvements. After working for more than a year, the group made recommendations on training, complaint processing, investigations, appeals and other related subjects.

The task force agreed the fundamental goals underlying the services' equal opportunity programs are unit effectiveness and individual opportunity and fairness. The group also identified five principles as the basis for fulfilling those goals: command commitment and accountability; service distinctiveness; clear policy; effective training; and prompt, thorough and fair complaint handling. Based on these principles, the task force concluded that the key to



success is holding commanders accountable for equal opportunity programs.

An updated DOD directive, incorporating the recommendations of the task force, is expected to be released shortly.

New evaluation system helps Sailors

Bureau of Naval Personnel (BUPERS) briefing teams are crisscrossing the globe to provide Navy personnel details about the new evaluation system and a clear message of why the new forms will help Sailors' careers.

The new form saves the best parts of the present system while controlling grade inflation. To curb inflation, the new evals grade against clear standards that replace the old ranking system. The standards will improve teamwork by minimizing individual peer comparisons.

Chiefs now have a signature block and assign trait marks. The new system also includes mandatory counseling at the mid-point in the evaluation cycle for each pay grade.

The increased counseling and more direct involvement of the chief petty officer community will provide young Sailors precise feedback and help mentor and nurture those who require additional assistance.

The new system also simplifies the evaluation process. The two forms, one for E-6 and below and one for E-7 and above, look very similar. This increases effectiveness and decreases evaluation draft time. The goal is to simplify the process so drafters have a limited need to use the instruction.

Unlike the present documents, the new forms have only a small comments block. This block is intended for brief comments about the individual.

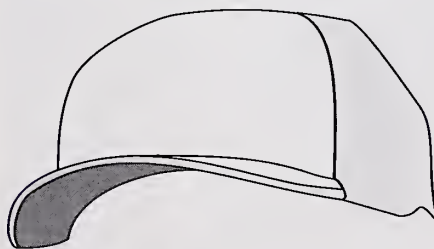
Comments should be in bullet format, specifically describe performance in quantitative and qualitative terms and include significant accomplishments that occurred during the period.

Drafters cannot use underlines, asterisks or any unusual typefaces. Continuation sheets will not be accepted. Graders are required to justify marks of one (below standards) and five (exceeds standards) that are given to the individual. No specific rank among peers is permitted.

Another important aspect of the new forms is the promotion recommendation. Rankings in the top two categories are controlled by limiting reporting seniors to specific numbers (percentages). Reporting seniors can give only 20 percent of E-6s an "early promote" recommendation and 40 percent a "must promote" recommendation. For E-5 and below, reporting seniors can give only 20 percent early promote recommendations and a percent must promote recommendations.

Ball caps to be mandatory with dungarees

Navy enlisted personnel are now authorized to wear the Navy ball cap or command ball cap instead of the white hat or garrison cap with dungarees. However, the white hat and garrison cap will remain optional with



dungarees until Oct. 1, 1996, when the ball cap becomes mandatory.

Units issuing command ball caps to arriving personnel may make wear of the ball cap mandatory. More information is available from BUPERS Notice 1020, dated March 21, 1995, or through the uniform matters section, Bulletin No. 26, on BUPERS access.

Morning detailing permanent at BUPERS

The Bureau of Naval Personnel (BUPERS) is making morning detailing a permanent part of its enhanced



service to Sailors. Responding to requests from Sailors stationed in Europe and the Middle East, BUPERS started morning detailing on a trial basis in January. Because of its success, the program is now permanent. Since the program started, detailers have averaged more than 350 calls during each two-hour period.

During morning detailing, detailers are available from 6 a.m. to 8 a.m., EST, for Sailors stationed in the Middle East and Europe. The twice monthly sessions are the Tuesday after the new requisition is released (or Wednesday, if Monday is a holiday). For more specific dates, refer to *Link Magazine*.

Morning detailing takes place the same day as night detailing. During night detailing, detailers are available until 10 p.m., EST, for Sailors stationed on the West Coast, in Hawaii and the Far East. ‡

'Thanks for the

Keel laid for USNS Bob Hope

Story and photos by JO1 Ron Schafer

Entertainer Bob Hope's support of troops both at home and abroad has been unyielding. From annual Christmas shows around the world to hosting 350 U.S. Marines and their families at his Palm Springs, Calif., home for Easter in 1991, Hope has entertained hundreds of thousands of U.S. and international service members for 54 years and during four wars. On Memorial Day

1995, his 92nd birthday, the Navy gave Bob Hope a birthday present — they named a ship after him.

The keel-laying ceremony, held at Avondale Industries, New Orleans, officially marked construction of an entire class of strategic sealift ships. The first ship in that class is USNS *Bob Hope* (T-AKR 300).

It was Secretary of the Navy John H.

Dalton's idea to honor Hope who has devoted his life to bringing a piece of home to deployed service members. In 1994, when Dalton announced plans for the new class of ships, he said, "We can never repay [Hope] for his contributions to the men and women in uniform, but we can show our appreciation with a class of ships named in his honor. This is our way of saying 'thanks for the memories.'"

Hope's tour of duty entertaining troops began in 1941 at March Field in California when he and a troupe of Hollywood performers broadcast his radio program for the members of the Army Air Corps stationed there. The show must have been a huge hit because, for the next seven years, all but two of his regular season radio shows were broadcast from Army, Navy, Army Air Corps/Air Force or Marine Corps bases.

In 1948, Hope began what became an annual tradition when then-Secretary of the Air Force Stuart Symington requested Hope go to Germany during the Christmas holidays to perform several shows for the GIs involved in the Berlin Airlift. In subsequent years, Hope and his show spent Christmases in Alaska, North Africa, Korea and Vietnam.

As the war in Southeast Asia began to wind down, Hope declared the 1972 tour as his last Christmas show. But, for



◀ Secretary of the Navy John H. Dalton joins Bob Hope at the keel laying ceremony of USNS *Bob Hope* (T-AKR 300). The ship is the first of an entire class of strategic sealift ships.



memories...'

the next 10 years, Hope continued traveling to military and veterans hospitals throughout the United States during the holidays, complete with his troupe of fellow entertainers, providing his unique morale boost.

In 1983, Hope was on the road to Beirut to spend the holidays with U.S. Navy Sailors off the coast of Lebanon.

While on a goodwill tour of England, Russia and Germany in 1990, Hope was

once again called into service as he spent Christmas in the desert with U.S. troops in Saudi Arabia during Operation *Desert Shield*. During a stop on the trip, when informed that his audience of U.S. Marines was from Twentynine Palms, Calif., Hope replied, "You mean we came all the way around the world to entertain people who live just around the corner from us in Palm Springs?"

Hope's wife, Dolores, then extended an invitation to the assembled Marines saying, "When you're back in the Palm Springs area, drop in and see us." So, they did. On Easter Sunday 1991, the Hopes entertained 350 Marines and their families at their Palm Springs home. The Twentynine Palms-based *Desert Storm* veterans were the stars of the NBC-TV special "Bob Hope's Yellow Ribbon Party" which aired in April 1991.

"I am so pleased, as Secretary of the Navy, to be able to direct the naming of this future ship as a continuing token of

the Navy and Marine Corps' love and esteem for the man who always brought us joy and laughter," said Dalton in his remarks as the ceremony's principal speaker. "I am pleased that the Department of the Navy can offer you the rarest of birthday presents. But, as I have already said, I consider you among the rarest of men. The entire Navy and Marine Corps — along with all the services — salute you, sir, and wish you the happiest of birthdays."

"I kind of like that," Hope said of having a ship named after him, "because if I want to go anywhere, I just call for my ship."

"I've been so lucky," said the legendary comedian. "This is the best. And next year will be better than this, and the year after that better than that."

Up to six of the new roll-on/roll-off ships are expected to be built with USNS *Bob Hope* scheduled for delivery in September 1997. ‡



U.S. ARMY file Photo

▲ The 92-year-old Bob Hope has entertained hundreds of thousands of U.S. and international service members for 54 years and during four wars.

► Comedian Bob Hope is pictured here after arriving in London to entertain American troops in 1943.



Schafer is a Norfolk-based staff writer for All Hands.

Recreational sailing

Teaching Sailors to sail

Story and photos by JO1 Ron Schafer



One might think Navy Sailors, with sea duty tours and countless deployments under their belts, would be among the most seaworthy and intrepid seafarers on the water. Yet, how many of them actually know how to sail?

For those who have heard the ancient call of the sea, have been inspired by this spring's America's Cup races or are just looking for a whale of a good time, recreational sailing programs operated on naval installations worldwide have just what they are looking for.

At the Norfolk Naval Sailing Center, Naval Station Norfolk, Hampton Roads-area Sailors and their families can pick from an array of programs that cater to Sailors of all levels, from bay-bound beginners to open-ocean advanced skippers.

"About half the people we see walk through the front door have never been in boats before," explained Joe Bousquet, manager and sailmaster of the center. "So, we teach them, we train them, we qualify them and they sail here. Then, when they leave Norfolk, they have their sailing

ticket and they can just move into the system at their next duty station."

To become a qualified sailor, students must have swimming ability equivalent to Navy swimmer 3rd class (swim 50 yards in smooth water and tread water for five minutes) and complete the basic sailing course. The course consists of six hours of group classroom instruction, six hours of hands-on training on the dock and in the boat and six hours of one-on-one instruction in the boat. Prices for the course vary from center to center but, as Bousquet is quick to point out, they are usually considerably less than those at off-base sailing facilities.

"You walk in off the street and say, 'I want to learn how to sail,'" said Bousquet. "They'll sell you a course for \$400 and introduce you to whatever boats they have. The interesting thing is they have four students and one instructor in the boat so that, even when you're doing the practical part, you're only at the helm a quarter of the time because you've got to share the helm with three other students. Here, we have a basic sailing course that costs



◀ HTFA Brian A. Drake of Plaistow, Mich., and HTFA George W. Inskeep of Sonoma, Calif., (wearing bandanna) rig the sails on one of the 420 dinghies at the Norfolk Naval Sailing Center before taking their practical skills test.

◀◀ The 17-foot *Daysailer* is just one of the rental craft available at the center.



▲ AE2 James R. Monahan of North Plainfield, N.J., rigs a sail.

➤ A one-man *Laser* sailboat passes in front of a 420 dinghy in the marina area.



\$75. When you get out on the water, you're one on one with an instructor so you have private instruction, you're getting a lot more intense instruction, you go through three different types of boats and the text book. Everything is included."

According to Bousquet, responses from students are very positive. "We're not trying to turn out expert sailors," he said. "We just want to get them to where they're safe, they're not going to break anything or get hurt. We tell them, 'you've just signed off on your driver's ed ticket.' You're not going to be an expert driver. You need to drive

around the block a half-dozen times."

Safety, as one might expect, is paramount. The boats at the center are all self-rescuing, that is they can be turned back over easily if they capsize. Life jackets are required and provided and safety boats are standing by if students get into trouble. Bousquet takes great pride in the center's safety record. "We've been here since 1963 and we've never had a fatality. We're very careful," he said.

Sailors with previous experience are required only to complete a practical skills test and are given a local brief on boundaries and particular sailing craft at the center.

Aviation Electrician's Mate 2nd Class James R. Monahan of North Plainfield, N.J., learned how to sail at the Norfolk center last summer.

"I've been interested since I was young but I never got around to it," he said. "Once I found out this was here, I came out."

Monahan explained that, as a novice, he felt the training and assistance available from the staff were the sailing center's primary assets.

"The classes were very hands-on, very personal," he explained. "They have a training boat. It's sort of like a Navy class. They show you everything you need to know so I felt pretty confident before we even got in the water."

In addition to sailing classes and rentals, the center offers intramural racing, regattas, and sailing camps for children during the summer.

The Norfolk center has 14-foot *Lasers*, 420 (420 cm) dinghies, 17-foot *Daysailers*, windsurfers and catamarans available for rent from \$3 to \$5 an hour. Bousquet admitted that, even with the bargain rates, most people think recreational sailing is out of their price range.

"I think there is a misconception," he said. "People look over at the (privately-owned) boats in the marina and think, 'Oh, this is too expensive for me — I'm going bowling.' But you can spend an hour sailing and spend less than you would for an hour of bowling. And you don't even have to rent shoes!" †

Schafer is a Norfolk-based staff writer for All Hands.

◀ AE3 Michael M. Butler of Rochester, N.Y., hoists the main sail.



Blanking the Silver Bullets

Navy Mariners shut out trailblazing Colorado baseball team

Story and photos by JO2(AW) Michael R. Hart

When it comes to professional baseball, everybody's got a favorite player. It might be a lanky pitcher who throws treacherous sliders and 95 mph fast balls, or maybe it's a crusty third baseman gunning down runners across the diamond. Others might enjoy watching a fleet-footed outfielder make heart-stopping catches at the fence.

One thing for sure, men aren't the only ones making spectacular plays on the baseball diamond anymore. There's a baseball team of women who may not be ringing the "W" column very often, but they certainly are making a name for themselves.

The Colorado Silver Bullets, the only professional women's baseball team in the country, are paving new ground as they travel the country playing men's amateur, college and professional teams.

They recently brought their show to Washington, D.C.'s RFK Stadium to play the Navy Mariners, an All-Star team from USS *Enterprise* (CVN 65) and other Norfolk-area commands. The game was one of 13 on the Silver Bullets' 50-game schedule to be played in major league parks around the nation.

The Silver Bullets are led by manager, Hall of Fame Atlanta Braves and New York Yankee pitcher, Phil Niekro. Although the Mariners blanked the Silver Bullets 5-0 which included three runs in the third inning, they were impressed with the women's caliber of play, according to head coach Jeff Dudukovich. "When we scouted them it scared the living daylights out of me," said the coach. "They struck out only three times and had just two errors."

"I was a little nervous at the beginning of our game," said Mariners' second baseman Joe Saturno, who hit 3 for 4 with one RBI. "I didn't see them as women, just another team. They're good!" he said.

The 22 best female players in the country, according to Silver Bullets officials, were chosen from nearly 3,000 softball players nationwide. Most have been All-American college softball players.





▲ The Silver Bullets are quite popular with baseball fans nationwide. Right now they're a novelty, but in the future they'd like women to play alongside men and not just against them.



▲ Navy Mariner John Hammon uncoils a pitch during fourth-quarter action against the Colorado Silver Bullets. The Mariners stopped the Silver Bullets 5-0 at RFK Stadium in Washington, D.C.

◀ Right fielder Brian Thomas smacks one of his two hits. The 6-foot-4-inch Thomas also had three RBIs.

Pitcher Lee Anne Ketcham and first baseman Julie Croteau were the first women to sign with the men's Class A and AA Winter Baseball League in Hawaii.

The Mariners are no slouches either. Many of their players were high school and college baseball standouts before joining the Navy. Two of the Mariners were minor league pros. Shortstop Dave Cunningham played Class A ball for the San Diego Padres and Houston Astros farm clubs and Don Carr pitched Class AA ball for the Chicago White Sox organization.


The experience of playing a professional baseball team is something the Mariners won't soon forget. "It was a great experience for me," said rightfielder Brian Thomas after getting two hits and three RBIs. "I'm really impressed. They're fundamentally sound, are good hitters and play excellent defense."

This may not be the last time the Mariners face the Silver Bullets. It could become an annual summer classic. "It was a fun game to play," said Saturno. "No matter what — win, lose or draw — I'll most definitely do it again."

Hart is a photojournalist for All Hands.

Life under the waves

Photo by Jim Hameon



USS Montpelier (SSN 765) gets under way for sea trials off the Virginia Coast.

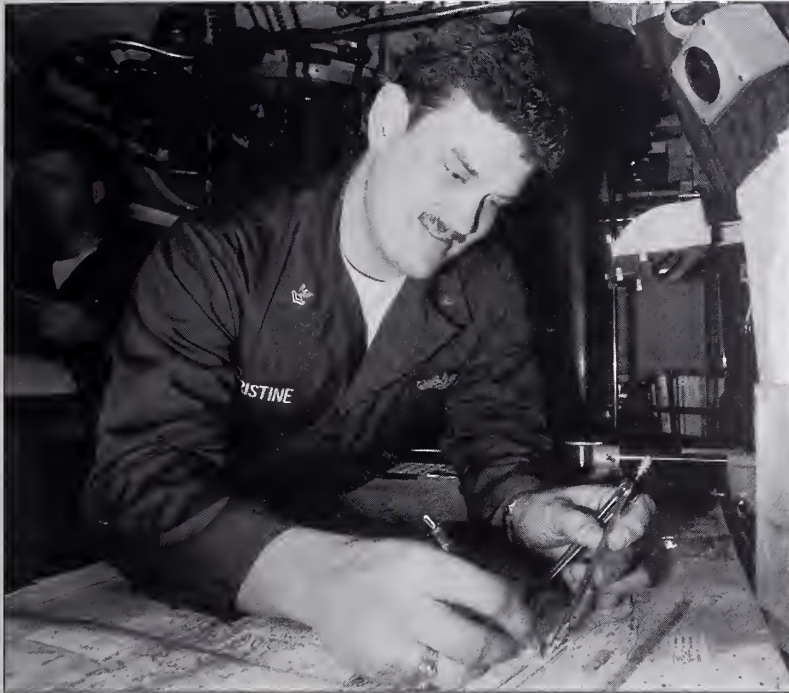


Photo by PHAA David Schmidt

QM2(SS) Bobby Christine from Houston, plots a course for his submarine to navigate safely hundreds of feet underwater. Navigating a sub underwater could be compared to flying a plane through the Alps with no windows.

**Story by JO2 Brian R. Ellis,
photos by Jim Hemeon and PHAA David Schmidt**

Whoever said, "No one intentionally sinks his or her own ship," never served aboard an attack submarine, because that's exactly what submariners do for a living. During the Cold War, however, people inside and outside the Navy knew very little else about the silent service.

Now, with the end of the Cold War, attack submarines and the missions submarines perform have come from under a veil of secrecy which protected them. They serve as perhaps the most flexible tool in the Navy's arsenal.

The XO of USS *Montpelier* (SSN 765), LCDR Michael Budney, of Horseheads, N.Y., said, "This ship can handle many different missions. We can conduct anti-submarine warfare with torpedoes, anti-surface warfare with torpedoes and harpoon missiles, land warfare with harpoon missiles, mine-laying operations and covert operations with SEALs."

Montpelier exemplifies the typical attack submarine of today's Navy. The ship carries about 120 Sailors and officers.

Most of the boat's business takes place in the middle of the ship on three levels. The front end is reserved for weapons and the majority of the boat's length and width is filled with engineering equipment and the nuclear reactor.

Machinist's Mate 1st Class (SS) Lloyd Holbrook of Visalia, Calif., said working in the engineering department aboard a nuclear-powered submarine is very safe. And taking away the nuclear side of his job, as a mechanic, he

does everything a normal engineer does. "I keep the screw turning, lights burning and water running."

Space is at a premium aboard subs. Every little nook and cranny is used. On deployment, decks are stacked with food. Submariners will be the first to admit they literally eat their way to the floor and the end of a deployment.

Still, even with cramped passageways and small racks, most members of this elite service said they wouldn't want to be anywhere else in the Navy.

Quartermaster 2nd Class (SS) Bobby Christine of Houston, said he feels privileged to be a part of the submarine community. "I like the small crews, because they become like a family."

Torpedoman 2nd Class Thomas Johnson III, of Augusta, Ga., agreed. He was part of the surface fleet for the first eight years of his career. "The crew's a lot tighter on a submarine than on a surface ship. The crew stands behind you."

Having shipmates ready to back you up in an emergency is very important aboard subs, especially at depths of 800 feet or more. To survive, it's important for submariners to be multi-talented in all ship's operations.

Training is stressed on submarines. "Everyone on board a sub is a well-trained, dedicated individual," said the Chief of the Boat, MMCM(SS) John Mosholder of Somerset, Pa.

And with this caliber of Sailor, today's submarine force will remain among the best the U.S. military has to offer in protecting America "Forward ... From the Sea." ‡

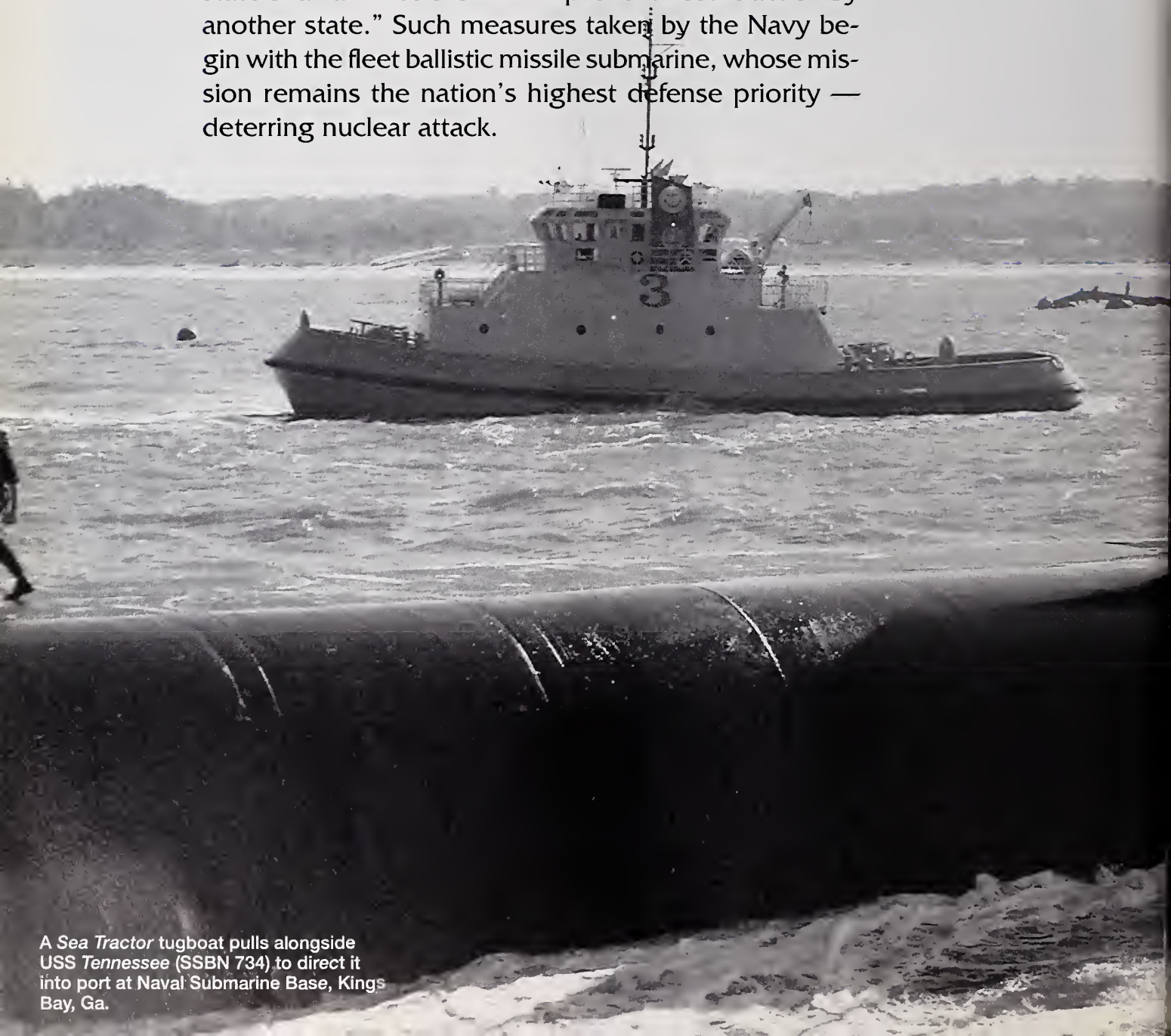
Ellis is a photojournalist and Schmidt and Hemeon are photographers at the Navy Public Affairs Center in Norfolk.

Still Running Silent

Still Running Deep

Story and photos by
JO1 Ron Schafer

Webster defines deterrence as “measures taken by a state or an alliance of states to prevent hostile action by another state.” Such measures taken by the Navy begin with the fleet ballistic missile submarine, whose mission remains the nation’s highest defense priority — deterring nuclear attack.



A Sea Tractor tugboat pulls alongside USS Tennessee (SSBN 734) to direct it into port at Naval Submarine Base, Kings Bay, Ga.



► MT(SS) Charles H. Hamilton of San Antonio, performs a weekly supply and vent valve maintenance inspection on a missile tube aboard USS *Tennessee* (SSBN 734).

With the end of the Cold War, many anticipated a change in the mission of the SSBN. Nothing could be further from the truth. Although the risk of a global nuclear confrontation has been drastically reduced, the threat of attack by a hostile state or terrorist group is still a very real danger that the United States cannot ignore.

Therefore, maintaining a capable and effective strategic deterrent is crucial to our national security. Continued deployment of the fleet ballistic missile submarine provides a vital link in support of that effort.

USS *Tennessee* (SSBN-734) was the first *Ohio*-class ship to be built specifically with the *Trident II* missile in mind. Homeported at the Naval Submarine Base in Kings Bay, Ga., USS *Tennessee* and its crew of 160 proudly live up to the ship's motto — "America at its best." †

Schafer is a Norfolk-based staff writer for All Hands.

► SN David S. Ault of Sacramento, Calif., stands watch as the helmsman in the control room of USS *Tennessee* (SSBN 734).

▼ A crew member aboard USS *Tennessee* (SSBN 734) descends through the aft hatch back into the submarine.



◀ YN3 Steve Patterson of San Antonio, stands watch as the lookout while a harbor pilot directs USS *Tennessee* to the pier at Naval Submarine Base, Kings Bay, Ga.



Charming the

Exercise Cobra Gold strikes Thailand

A cobra's strike is swift and deadly. Any jungle warrior knows better than to mess with the big, bad snake.

The mere image of the broad hood, the raised head, the slow, hypnotic swaying is enough to send the fiercest foe tiptoeing to safer ground. Deterrence is the cobra's leading strength.

When 26,000 cobras get out of their baskets you have Exercise *Cobra Gold* '95 in Thailand — the year's largest exercise for U.S. Pacific Command troops.

Cobra Gold '95 is the 14th of a continuing series of U.S./Thai military exercises.

About 17,000 American Sailors, Marines, soldiers and airmen joined 9,000 of their Royal Thai counterparts as part of the U.S. cooperative engagement strategy — demonstrating the U.S. ability to deploy rapidly to exercises or operations with the Thai military.

The strategy calls for U.S.-Thai

➤ A Sailor directs an F-14 *Tomcat* into position for launch from Catapult 3 on the flight deck of USS *Independence* (CV 62).

➤➤ (Inset) Thai Col. (Dr.) Varavut Kanthar, of the Institute of Aviation Medicine, Bangkok, and CAPT Debra Nelson, Naval Hospital 220, examine a young villager at the Sap Takhian school in the village of Sapdhadein, Thailand, as part of a Medical Civil Assistance Program.



Photo by Air Force Master Sgt. Ed Boyce

Photo by PH1 David Tucker

Snake



Photo by Air Force Senior Airman Steve Thrurow

◀ U.S. Marine Cpl. Matthew Courtney of 1/3 Marines, Camp Hansen, Okinawa, Japan, attempts to capture a king cobra by seizing its tail during Combined Jungle Environment Survival Training.



OPERATIONS

cooperation to maintain peace, discourage threats or aggression, and, if conflict is unavoidable, confront and defeat the aggressor.

Navy players in the amphibious, surface, and mine warfare operations included about 11,500 men and women, mostly from 7th Fleet units.

Some 1,700 Marines of the III Marine Expeditionary Force and 1st Amphibious Wing joined field training exercises, amphibious ops, close air support and other operations.

U.S. troops also participated in a variety of civic action programs, such as medical and dental clinics and construction projects. ‡

► CAPT Andy Schneck (left), and Survival Escape Resistance and Evasion Instructor Staff Sgt. Scott W. Hansen try to signal the OV-10 pilots who are searching for them as part of the survival exercise.

►► Petty Officer 2nd Class Darrell Thomas (center) instructs his bomb loading crew on the placement of MK 82 bombs being loaded on an A-6 *Intruder* spotted on the forward flight deck of USS *Independence* (CV 62).



Photo by Army Spec. Andrew McGalliard



Photo by Army Spec. Jerry Leque

▲ Army Sgt. Michael Carvalho has his sights set on an opposing forces soldier during a patrol as part of *Cobra Gold '95*. Carvalho is deployed to Thailand with the 25th Infantry Division, Schofield Barracks, Hawaii.



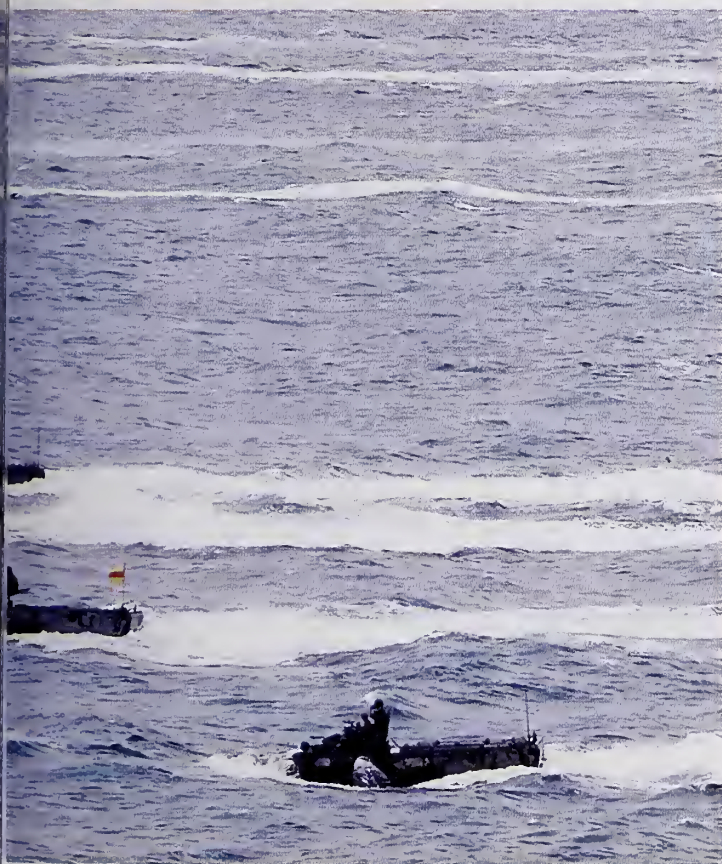


▲ U.S. Navy SEALs and Thai Special Forces parachute from a *Hercules* over Thailand as part of a special forces deployment during *Cobra Gold '95*.

◀ Combined forces from the United States and Thailand head for the beach in U.S. Marine Amphibious Assault Vehicles at Hat Yao, Thailand.



Photo by Air Force Senior Airman Steve Thirrow



PORT-OF-CALL CHINA

Story by JO2 Nico Melendez,
photos by PH1(AW) Bob Shanks

Arriving under the cover of thick fog, USS *Bunker Hill* (CG 52) became the first U.S. Navy ship since 1989 to moor in the People's Republic of China, when it arrived in the city of Qingdao, early this year.

As liberty was called, cracker jack-clad Sailors headed for the shops and sights of Qingdao.

"People were friendly and curious," said Gunner's Mate (Missiles) 2nd Class Louis A. Lee, a Brunswick, Ga., native. "I couldn't believe it. We couldn't walk down the street without someone wanting to take our pictures."

The Yokosuka, Japan-based Sailors were anxious to experience the mysteries of China. The ship was there for a three-day visit, and Sailors returned home with bags of souvenirs and merchandise — engraved swords, Chinese-crafted harmonicas, jade and hand-painted artwork.

"The shopping was incredible," said GMM2 Eric I. Palmer. "I bought jade, pearls and lots of other trinkets." Sailors looked for good deals, and took advantage of what they found.

Sailors also visited the world-famous Tsingtao brewery while others took a closer look at the temples of Laoshan Park, the birthplace of the ancient Tao religion.

Also available to the visiting Americans were tours of Chinese naval facilities including the National Submarine Academy and the Chinese Navy History Museum. There were also tours of two Chinese ships and a submarine.

"I was surprised by their navy," said Palmer. "It was interesting to see their living and working environment."

As a sign of rekindled friendship, RADM Bernard J. Smith, commander, Cruiser Destroyer Group 5 and Rear Admiral Ying Ding, chief of staff Chinese North Sea Fleet, along with sailors from both sides, gathered in Zhong Shon Park for a tree-planting ceremony.

"I hope this tree takes deep roots and the branches spread wide ...," Ding said. "I hope that one day our children will be able to visit this tree, and the bond between our countries will be even better." †

Melendez is assigned to the public affairs office, USS Independence (CV 62) and Shanks is assigned to Fleet Imaging Command Pacific.



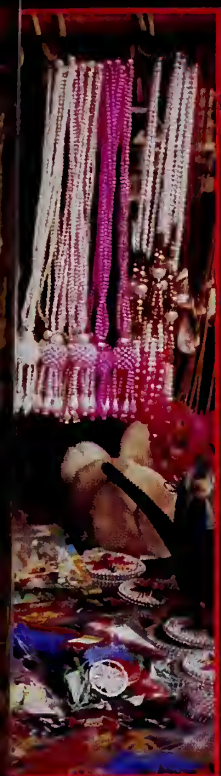
Crew members of USS *Bunker Hill* (CG 52) enjoy sightseeing and shopping in Qingdao, China.

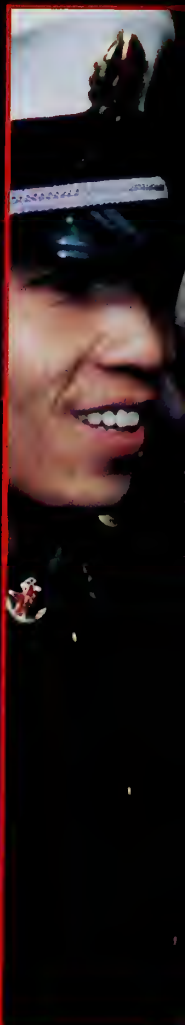
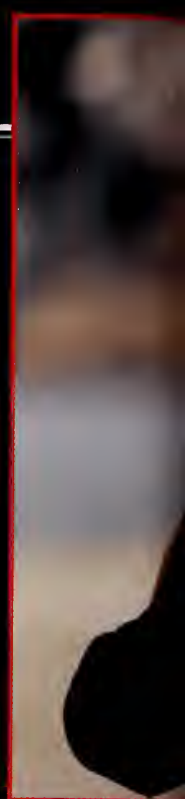


LIBERTY CALL

- Qingdao, China, has great bargains for jewelry and gifts.
- The PRC flag is folded by crew members of USS *Bunker Hill* after flying from its main mast. The flag was hoisted on *Bunker Hill*'s arrival to Qingdao, China.
- RADM Bernard J. Smith, commander, Carrier Group 5, inspects Sailors of China's North Sea Fleet.









◀◀ The Chinese provided two war ships and one submarine for U.S. sailors to visit and tour while in port at Qingdao, China.

◀ The People's Liberation Army-Navy Band leader conducts the music for departing ceremonies for USS *Bunker Hill* (CG 52) at the end of the three-day port visit.

▼ Sailors from the Chinese North Fleet and USS *Bunker Hill* (CG 52) swap sea stories during a dinner party aboard *Bunker Hill*.





Lifesaving 101

Story and photos by JO1 Kevin Stephens

ISO athletic men and women for challenging career in fast-paced, upwardly-mobile environment. Great incentives, pay and prestige, travel opportunities. Must be willing to jump out of helicopters.



Lifesaving is on the curriculum for Sailors, Coast Guardsmen and Marines attending Aviation Rescue Swimmer School at Naval Air Station Pensacola, Fla. The four-week course offers Naval Aircrew Candidate School graduates some of the Navy's most physically demanding training and a follow-on assignment where the job is to be a hero.

"We want to teach them to jump into any kind of sea, in any kind of weather, day or night, and be able to get pilots, aircrew or civilians out of the water as quickly and safely as possible," said Marine Staff Sgt. Rick Kern, an instructor from Jacksonville, N.C.

The school combines rigid military discipline, vigorous physical fitness training and hands-on learning to drive home the skills necessary to save people at risk in the water.

"Since most of the students are from boot camp, we maintain a much more cohesive, military-type environment," said LCDR Ed Skube, the school's officer-in-charge. "We start every morning with personnel inspections. They will have dungaree inspections daily and they will be inspected in their dress uniform weekly."

"It's definitely tough," said student Airman Ed Turkovich of Seattle. "The hardest part is the physical training."

"They push you to your limit and then you have to keep going. I guess it's more of a mental thing than anything else. The instructors try to motivate you to be tough and stuff, but underneath all of that they really want to help you. It comes through pretty clear, especially in the pool. They push you to motivate yourself," he said.

Students at Aviation Rescue Swimmer School spend a lot of time in the water learning the best way to get themselves and others out of it.





The working environment for a rescue swimmer is the open ocean an aspect that reflects heavily in the training — students must be completely at ease in water to perform their jobs safely.

"In training, when the students go through the maneuvers, the people portraying the victims will grab them and be very aggressive, and they'll hold on tight," said Skube. "But the students have learned the skills, both in the classroom and during dry-land drills before we let them in the water, and they are very comfortable with it."

Overcoming fear and learning to do the job right is the first obstacle these future rescue swimmers must overcome. If they can't manage it in a pool surrounded by life guards, they'll never make it in the fleet.

"Lifesaving is the most complicated part," said Chief Aviation Systems Warfare Operator (SW/AW/NAC) David Hill. "It takes a lot of concentration to be in the water and have someone panicking on your back."

"I don't know if you've ever been in the water and had somebody grab you, but I'll tell you I've been there and had someone grab hold of me for dear life. It was interesting because I'd been through the school, I remembered the procedures it taught me, and I found out they work," said Hill, an instructor from Jackson, Miss.

"There are eight major maneuvers that are basically right out of the Red Cross manual," said Skube. "The only difference here is we expect to deal with those things in

As part of a final test before graduation, rescue swimmer students must save several simulated crash victims. Each student must conduct the rescue with absolute precision under the scrutiny of a team of instructors.

more of a traumatic environment. For example, the rescue swimmers have to jump in and save people from a sinking freighter or a pleasure boat. The victims they'll have to rescue are a little more panicky than those you'll find in a swimming pool. So we have to deal with it differently."

Being a rescue swimmer is risky business and training for it can appear to be fairly dangerous itself. But safety is always at the front of each training exercise.

"Everyone assigned to this command is a certified life guard," said Skube. "We have emergency medical technicians on the pool deck plus the safety observers who have all the equipment to take care of any problem. The students have been briefed so they know what's going on."

All the hard work and training is not without its rewards, however. The Navy has set up some extra perks for Sailors willing to take on the challenge of being a rescue swimmer. "The incentives for it are pretty good," said Skube. "They get search and rescue (SAR) pay on top of their flight pay. Some of these individuals are eligible for special reenlistment bonuses if they reenlist as SAR swimmers." ‡

Stephens is a photojournalist for All Hands.



▲ AD2(AW/NAC) Bradley R. Hoel from Stanley, Wisc., an instructor, demonstrates life saving techniques to a group of rescue swimmer school students.

◀ Boot camp-like discipline is expected of students at Aviation Rescue Swimmer School, here preparing for a bay swim at NAS Pensacola, Fla.

Motorcycle safety

Stories and photos by JO1 Ray Mooney



More than 90 percent of the motorcycle riders involved in accidents were self-taught or learned to ride from family or friends.

A frightening statistic, but hopefully one you're not part of once you've finished the Navy's required course for motorcycle riders. The class, Motorcycle Rider Course: Riding and Street Skills, is a product of the Motorcycle Safety Foundation and was adopted by the Navy in 1982. It's designed to teach you how to ride from just easing out the clutch and straddle-walking your bike, to swerving at high speeds to avoid a collision.

"People call it a motorcycle safety course, but that's not really what it is," said John Rummell, Naval Station San Diego's motor vehicle safety specialist.

"I've had people come into my office who would cop an attitude right off, saying I'm just doing this to get my base sticker, you can't teach me anything about biking," Rummell said. "They're right about the first part. You can't get a base sticker anywhere in the Navy without taking this course first."

They aren't usually right about that teaching thing, though.

"I had one guy apologize to me because he gave me some attitude at the beginning of the class," Rummell said. "When it was done, he came over and shook my hand and said, 'I didn't realize what I didn't know about biking. I've got a lot to learn.'"

Experienced riders, now students again, agree. "At first



I thought it was just another regulation, just another thing to throw in the way," said Seaman Apprentice Kevin W. Bassett, stationed aboard USS Harpers Ferry (LSD 49). "But now we're on our third day and I really feel like it's important," said the Oklahoma City native who's been riding since he was eight years old.

Rummell said people who have ridden for 20 years, even the folks who ride 1500cc touring bikes, still have something to learn. "When they start going through my riding range and have a hard time dropping their bikes or blowing through corners, they say their bike's so big they can't do it." Rummell proves them wrong by mounting their unfamiliar bikes and gliding easily around the range. "It's a matter of how much you really know. And listening, that's a big part of it. You've got to listen to us, because we know what we're doing."

The class is split down the middle between the classroom and the riding range, with emphasis on fundamentals like shifting gears, turning and stopping. These skills are then expanded into advanced levels of turning, braking and swerving.

"We learn something in the morning and then go out and apply it in the afternoon," Bassett said. "That's what I like."

The differences between cars and motorcycles are both obvious and numerous, the most critical being that bikes and their riders are far more vulnerable than four-wheelers and their passengers. But smaller and lighter equates to quicker and more maneuverable. Some riders, even experienced ones, fail to appreciate that maneuverability.

Of course, choosing a proper turning speed is one of

the exercises in the course, but if you blow it you have to trust the motorcycle and what you've learned about it. "Nobody really outperforms the motorcycle," Rummell said. "More often than not, if you compare the limits, the motorcycles are going to be higher than yours."

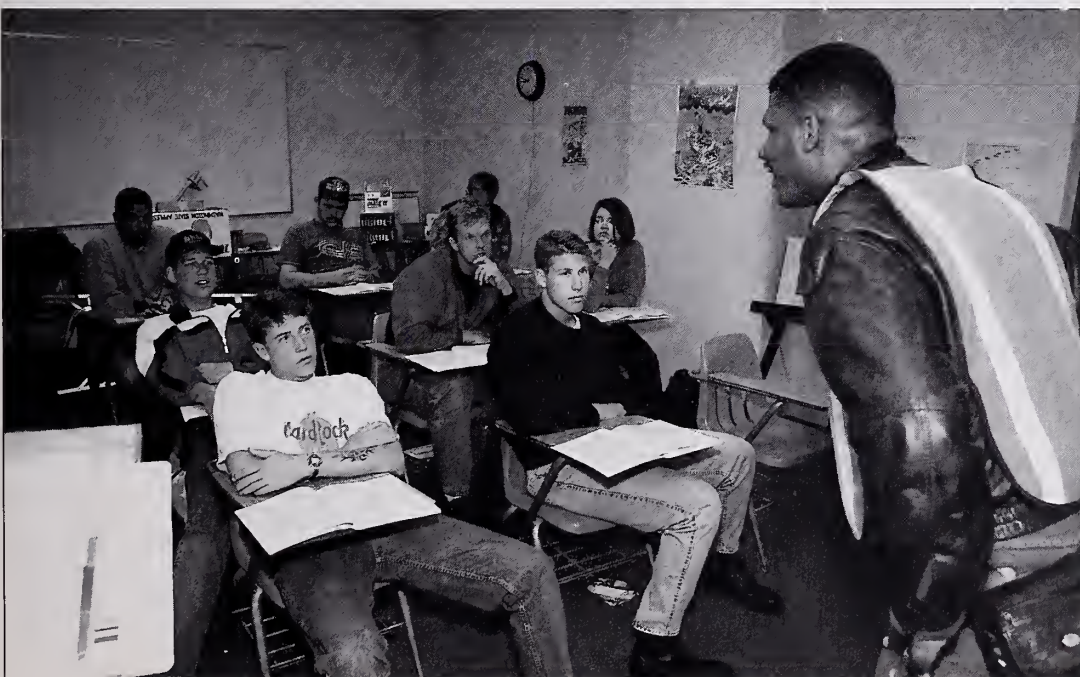
And after a couple days in the class and on the range, the students begin to believe it. "You see them go through that turn, people who don't like to lean with their bikes or are afraid they're going to lean too much and tip over," Rummell said, "you'll see them start to lean a little more, get a little more comfortable with the fact that they're sideways."

"I've learned a lot about maneuverability on the bike," said Aviation Boatswain's Mate (Aircraft Handling) Airman Apprentice Aaron C. Burleson, from USS Boxer (LHD 4). "It's actually a course that teaches you from scratch and I can handle my bike a lot better now than before I took the class."

Burleson, a Loveland, Colo., native, admitted he was one of the many who thought he knew everything there was to know about riding, but he has since changed his mind. "I've taken a lot of things I learned in the class and put them to work out on the street. I go out and practice certain things, like swerving and sharp turns, and it's helped me out a lot."

And that's the whole idea. To help you out a lot. To teach you or reinforce what you already know about riding. And to take you out of that 90 percent who are just an accident waiting to happen. †

Mooney is a San Diego-based photojournalist for All Hands.



◀ Students ABHAA Aaron C. Burleson of Loveland, Texas, (right front) and ENS Daniel T. Turnbow of Mercer Island, Wash., pay attention to the instructor during the Motorcycle Rider Course.

◀◀ LT Curtis J. Gilbert practices proper turning speed during an exercise.

Wearing safety gear is a must

A big part of riding a motorcycle is the look. It's cool. Another big part of riding a motorcycle, *if you're in the Navy*, is the safety gear. That includes that bright orange vest that everyone has an opinion on.

What you may not know, is that regulations require Sailors to wear safety gear every time they ride, regardless of where they are.

"A lot of people think that once they get off base they can take their vest off, strip down to a T-shirt and shorts, put thongs on and go riding around," said John Rummell, the motor vehicle safety specialist at Naval Station San Diego. "The Navy has said that's a violation of their order. If you do go down, you're contributing both to the accident and the severity of it by not wearing your safety gear."

Rummell said an in-the-line-of-duty investigation will likely be initiated after an accident and if it's determined that you weren't wearing the proper safety gear, you could be held responsible.

A Department of Transportation-approved helmet, eye protection, long pants, long sleeves, hard-soled shoes, full-



finger gloves, a retroreflective vest and your skills as a rider are the only things between you and the road. The state you live in may require more or less. Check with your local Department of Motor Vehicles. The Navy requires you have all eight. On base or off. All the time. ‡

Mooney is a San Diego-based journalist for All Hands.



John Rummell, head of instruction for the Motorcycle Rider Course, San Diego, teaches a student about the riding range.



ENS Emily P. Hampton waits for her run at the riding range.

Buying a motorcycle

Reasons to buy a motorcycle:

They're cheaper than cars. Usually true.

Insurance is cheaper. Usually true.

They're easier to park. Usually true.

Good gas mileage. Almost always true.

They're just cool. Absolutely true.

OK, maybe that last one is a little subjective, but whatever your reason for buying, your decision is a big step. Make sure you know where you're going.

"When people come in, they pretty much already know what they're going to get," said Tony Lopez, a San Diego motorcycle salesman. "They've got a unit already in mind."

Lopez said the younger crowd leans toward sport bikes almost exclusively — bikes like the Ninja or CBR. Other choices include standard bikes, like the Nighthawk; cruisers, like the Virago or Magna; or touring bikes, like the Goldwing.


Whatever you decide, take some advice from a guy whose business it is to sell you that motorcycle. "Think before you buy. Buy something that's going to suit your needs, not your impulse at the moment," Lopez said. "Once you ride it off, that's a five-year loan and you're buried under that bike. Think about it. If you're going to ride a girlfriend or boyfriend around, maybe you need a cruiser, not a solo-seat sport bike."

"Make sure you're going to be happy, because once you're into something that's \$8,000, it's tough to wiggle out of it."

But a motorcycle doesn't have to be that big an investment. For the first-time rider, a used bike might be more practical and much cheaper. "You can figure a good investment would be about \$2,000," Lopez said of used motorcycles. "Two to three grand will get you a very good bike, probably one that's in very good shape and one of the newer models, too."

Lopez said if you buy a used bike from a dealer, you can probably get a reasonable service plan to go along with it. "In California at least, dealers are required to follow certain procedures when selling used equipment, so it's usually a pretty safe bet." You should check with your state and local dealership about laws concerning selling used vehicles.

Dealerships also have a good idea when your ship's coming back from deployment, according to Lopez. They'll beef up the inventory and shell out some dollars for advertising, because they know the trend. "Those guys get off cruise, they have a big old check and the first place they hit is a bike shop or a truck dealership," Lopez explained. "They're going to buy a vehicle when they get back."

So, the dealers know you're coming. They're waiting for you. Just be sure you know what you're getting before you sign over that allotment to the finance company. It's a big decision. 



◀ ▲ Bikes on display at a San Diego bike shop.

Bikes are cool.

But they don't have seatbelts,
they don't have air bags and
they can be dangerous.

Ride safe. Arrive alive.

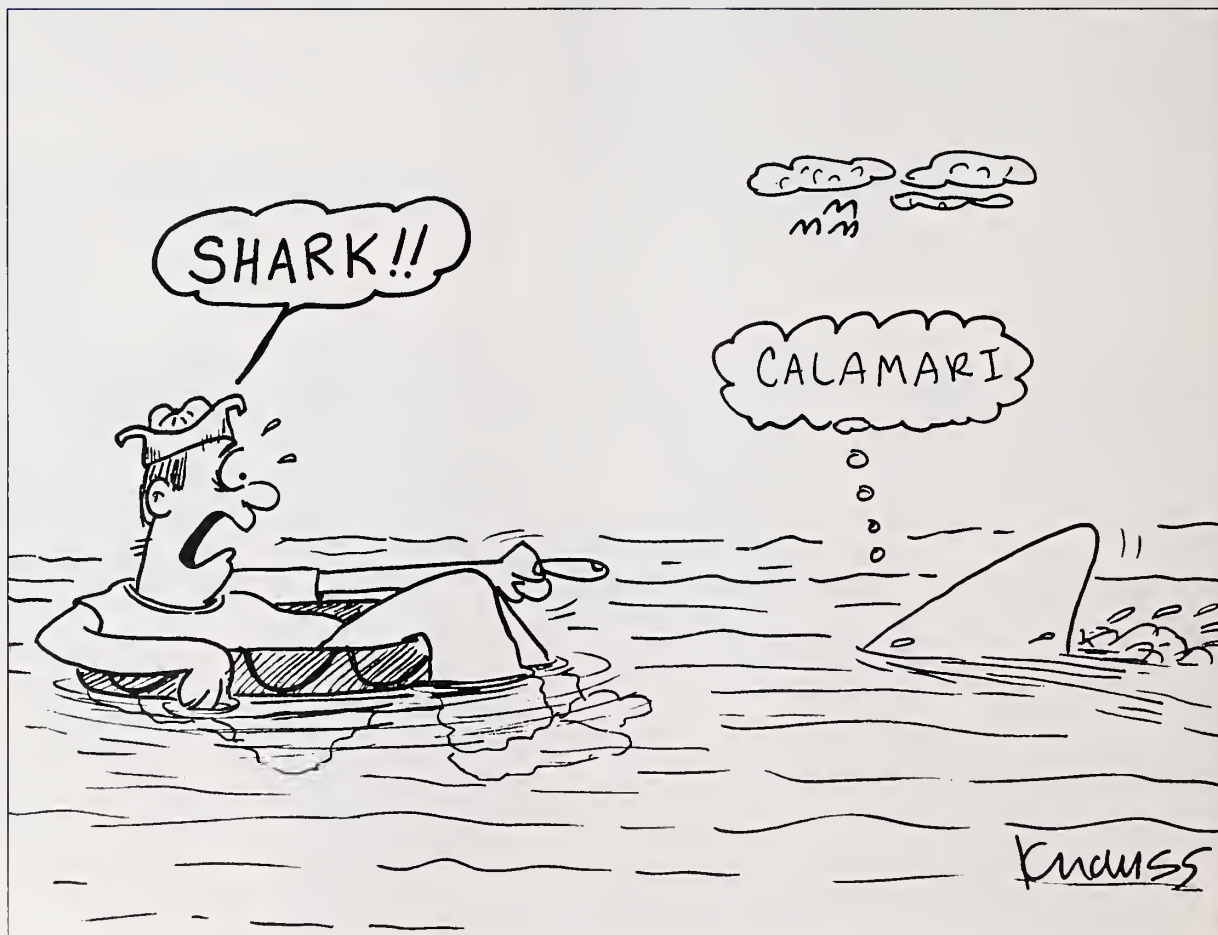
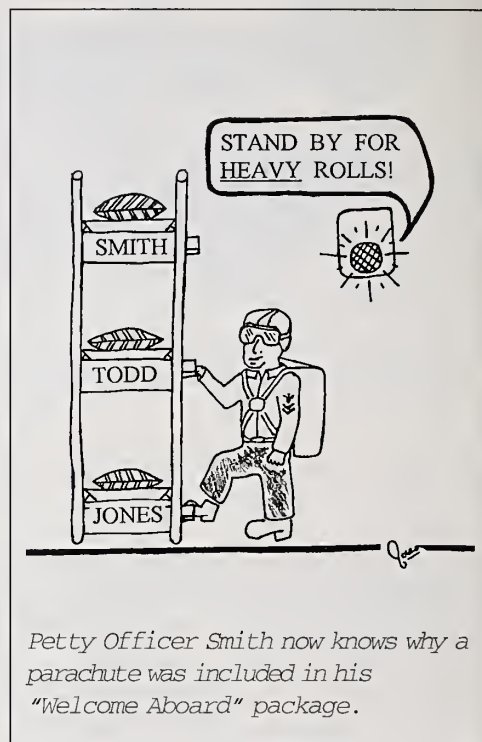


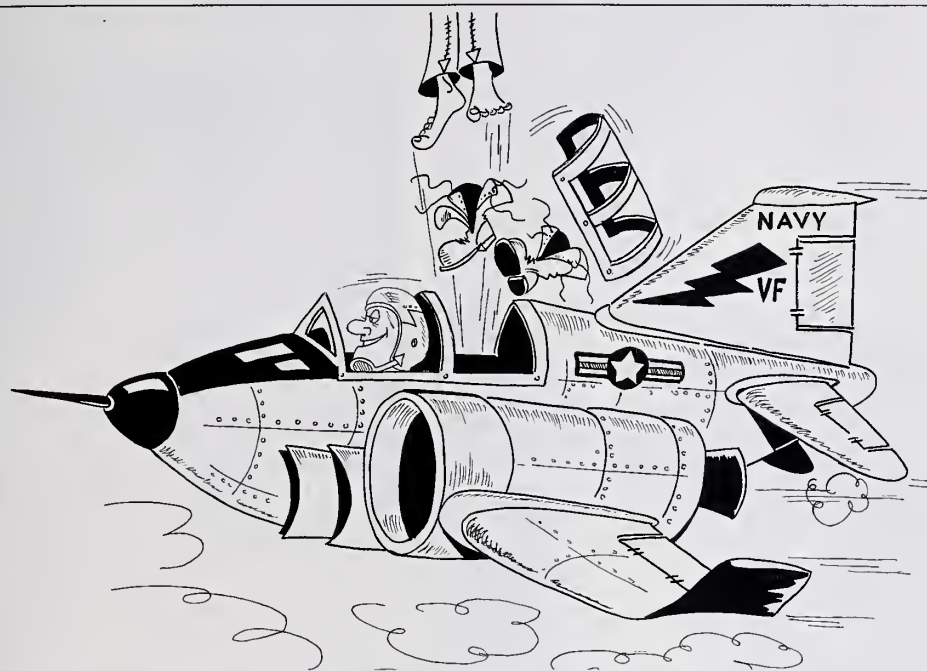
Toons

Editor's note: All Hands received more cartoons than we expected, so we thought we'd keep printing them until we ran out. If you draw cartoons, please send them to us and we'll see if we can work them into the magazine. For more information call us at DSN 288-4171/4182 or (202) 433-4171/4182.

Right: OS2(SW) Jimmy R. Jones of Rochester, N.Y., assigned to NAVSTA Annapolis, Md.

Below: IC2(DV) Daniel R. Knauss of Bowling Green, Ohio, assigned to SIMA Charleston, S.C.

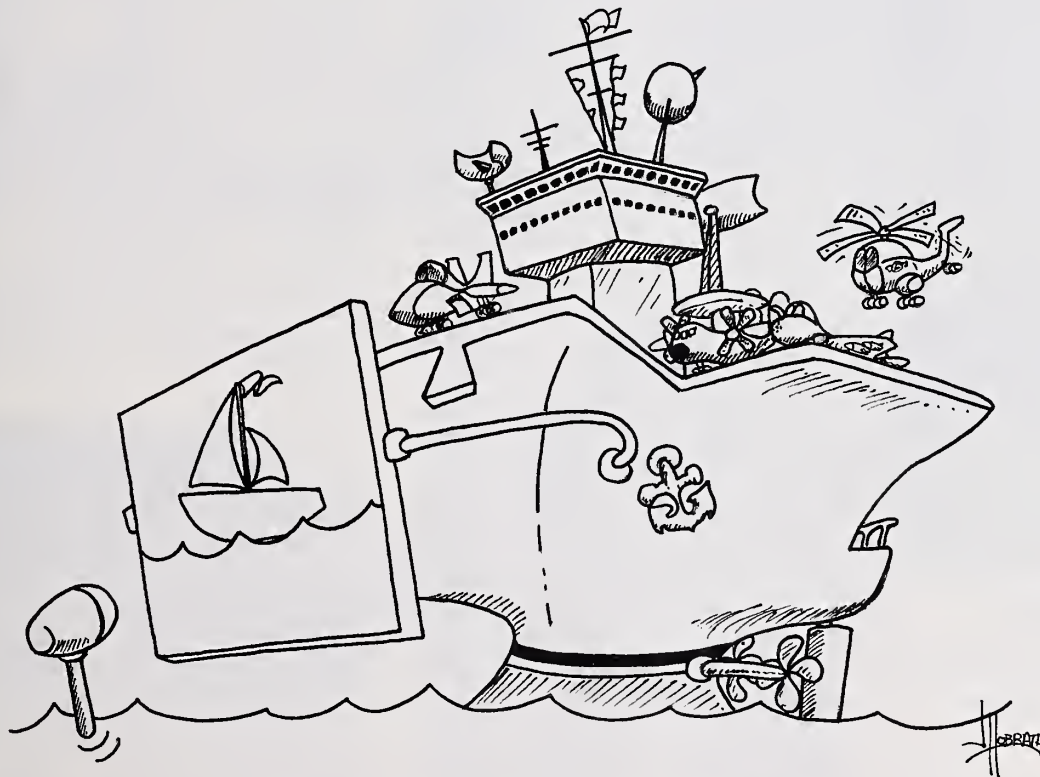




"Oh by the way, George. The lever under the armrest is the eject handle, NOT the seat adjustment."

Left: CAPT John T. Williams, Ret., Bonita, Calif.

Below: PR1(AW) Jeff Hobrath of Cleveland, assigned to NAS Willow Grove, Pa.

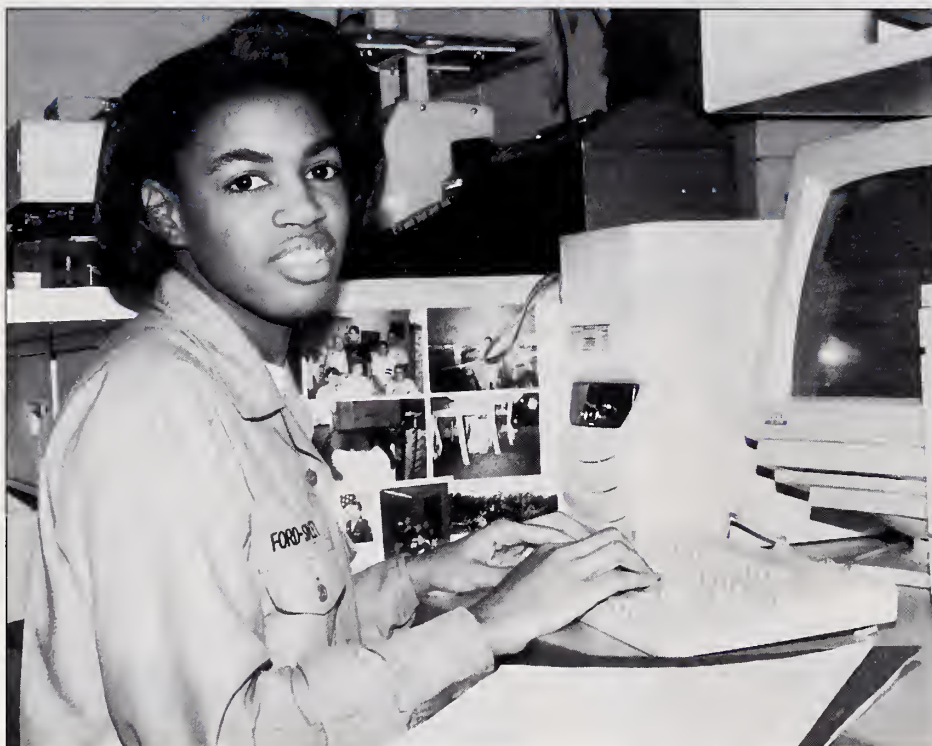


STEALTH CARRIER

Models of Success

All Hands' asked commands to send in their Models of Success – Sailors who continually set the standards of excellence. The response has been overwhelming.

Here are some of the men and women who show initiative, strive for personal and professional achievement and demonstrate leadership – making them model Sailors and keeping today's Navy great.



▲ **GMM3 Eugene Lee Amarrador**
Hometown: Jacksonville, Fla.
Key to Success: "Improve on a daily basis and have a smile ready."
Command: USS Barry (DDG 52), Norfolk.



▲ **SKSN Ryan W. LeBlanc**
Hometown: Hot Springs, Ark.
Key to Success: "Constant proactiveness and respect for my superiors."
Command: USS Thach (FFG 43), Yokosuka, Japan.

◀ **YN2(SW) Pamela D. Ford-Smiley**
Hometown: Hammond, Ind.
Key to Success: "Whatever you do, you should do it well and give it your all. It is better to set a goal and fail at it, than to have never tried at all."
Command: USS Yellowstone (AD 41), Norfolk.

▼ **ATAN Benito Vasquez**
Hometown: Corpus Christi, Texas
Key to Success: "Keep a level head about life and explore all the opportunities available to you."
Command: Helicopter Mine Countermeasures Squadron (HM) 14, Unit 60180, Norfolk.



◀ **OSCS(SW) Mary Prise**
Hometown: Painesville, Ohio
Key to Success: "When dealing with people, it is easier to adapt when your personality doesn't get in the way."
Command: PCU John C. Stennis (CVN 74).



◀◀ **RP2 Michele M. Erickson**

Hometown: Richville, N.Y.

Key to Success: "Have a determined sense of mission and set a good example."

Command: CREDO (N6), Norfolk.

◀ **YN1 Naomi Seale**

Hometown: Alhambra, Calif.

Key to Success: "I always put 100 percent effort in all I do. I can never be wrong for doing my best. When things go wrong, I don't spend all my time finding who is at fault — I just fix it and go on."

Command: Naval Air Station South Weymouth, Mass.



▲ **MA3 Scott A. Brooks**

Hometown: Logan, Ohio

Key to Success: "Be the best you can. Use logic and you'll produce quality results."

Command: USS Guam (LPH 9), Norfolk.



▲ **EM1 Noel B. Sengco**

Hometown: Manila, Republic of the Philippines

Key to Success: "Motivation to compete and reach the goal of the next higher level."

Command: Assault Craft Unit 2, NAB Little Creek, Norfolk



◀ **AD1(AW) Edward L. Jackson**

Hometown: Birmingham, Ala.

Key to Success: "Plan, set goals and be organized. Being a good leader is the key to prosperity."

Command: NAS Oceana, Va.



▲ **AD1(AW) Linda J. Teates**

Hometown: Morristown, N.J.

Key to success: "My ultimate key to success is my positive attitude and 'can-do' spirit."

Command: Naval Air Station, Jacksonville, Fla.



HT1 John Kokkinos

Hometown: Tampa, Fla.

Key to success: "Don't be a quitter."

Command: SEAL Team 2, Norfolk.



◀ **YNC(SW) Mary L. Fortier**

Hometown: Fargo, N.D.

Key to success: "Watch, listen and pursue. Take the duties that nobody else wants, follow sea/shore rotations. You may not like it at the time, but you will benefit in the end. Always take care of your troops, who in turn will take care of you."

Command: USNS Pecos (T-AO 197).

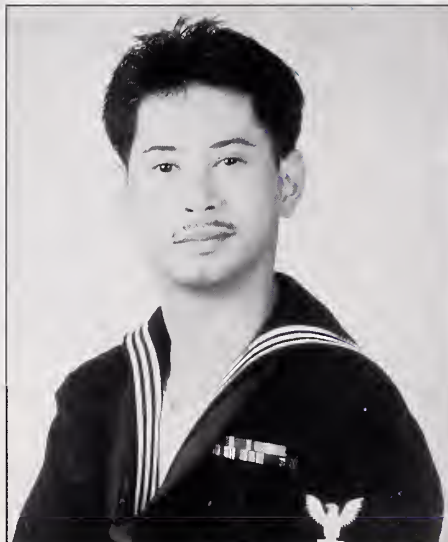


▲ **QM2 Abra D. Kieffer**

Hometown: Williamsport, Pa.

Key to success: "Believe in yourself, know what you want and go for it."

Command: U.S. Naval Forces, Japan.



▲ **MS3 Leo Palaganas**

Hometown: Dagupan City, Philippines

Key to success: "Initiative, patience and knowledge."

Command: USS Constellation (CV 64), San Diego.



▲ **PN2 Deborah D. McAdory**

Hometown: Hueytown, Ala.

Key to success: "Be a willing listener."

Command: Personnel Support Activity Detachment, Atlanta.



◀ **AMH1(AW) Luis R. Marroquin**

Hometown: Queens, N.Y.

Key to success: "Take personal pride in each job — never go half way."

Command: Naval Air Station, Miramar, Calif.



▶ **ABF1 Carlos S. Porcadas Jr.**

Hometown: Kawit, Cavite, Philippines

Key to success: "Hard work, dedication to duty, training and education."

Command: STRATCOM, Tinker AFB, Okla.



▲ **OTM2 Cynthia L. Reynolds**

Hometown: North Providence, R.I.

Key to success: "Continually take on new challenges and seek out additional responsibility."

Command: Undersea Surveillance Support Center, Norfolk.

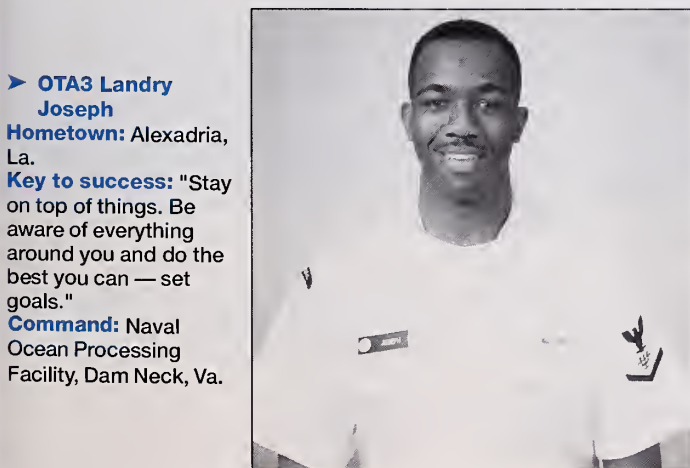


▲ **SN Effie C. MacDonald**

Hometown: White Sulphur Springs, Mont.

Key to success: "Appreciate the people you work with. Have confidence in your abilities."

Command: Mare Island Naval Shipyard, Calif.

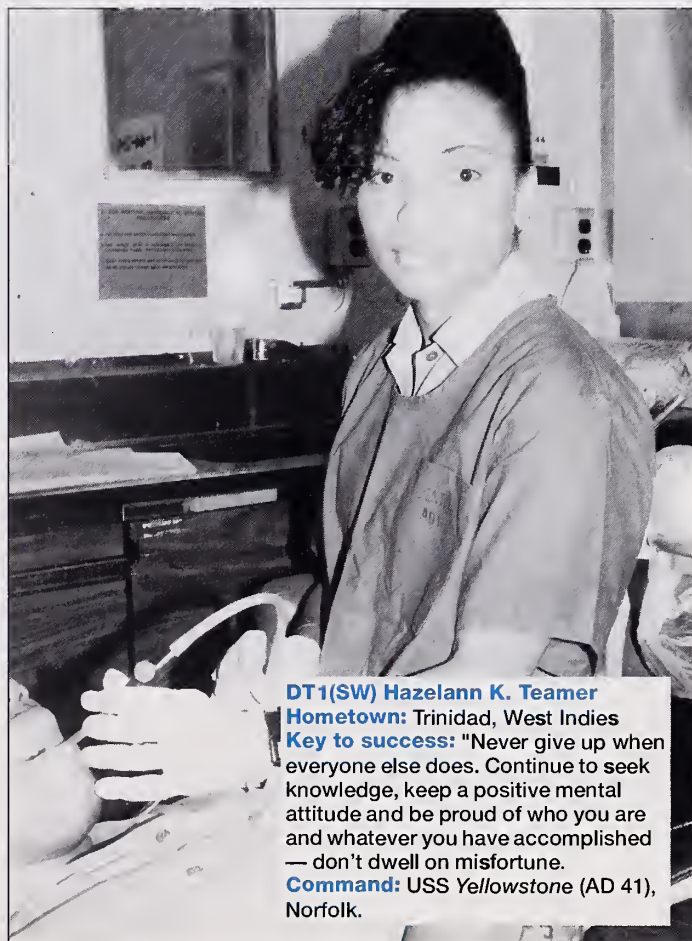


▶ **OTA3 Landry Joseph**

Hometown: Alexandria, La.

Key to success: "Stay on top of things. Be aware of everything around you and do the best you can — set goals."

Command: Naval Ocean Processing Facility, Dam Neck, Va.

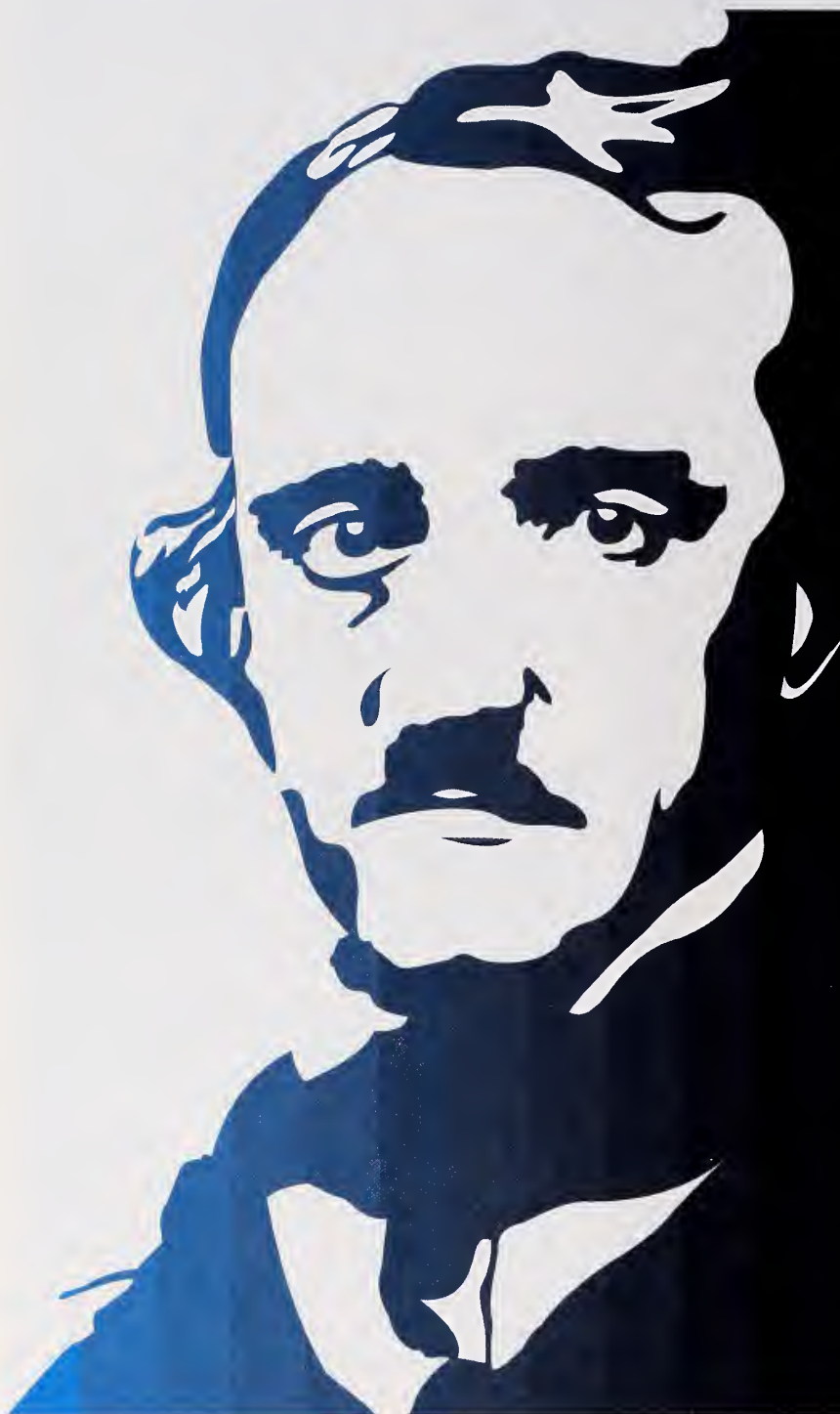


DT1(SW) Hazelann K. Teamer

Hometown: Trinidad, West Indies

Key to success: "Never give up when everyone else does. Continue to seek knowledge, keep a positive mental attitude and be proud of who you are and whatever you have accomplished — don't dwell on misfortune."

Command: USS Yellowstone (AD 41), Norfolk.

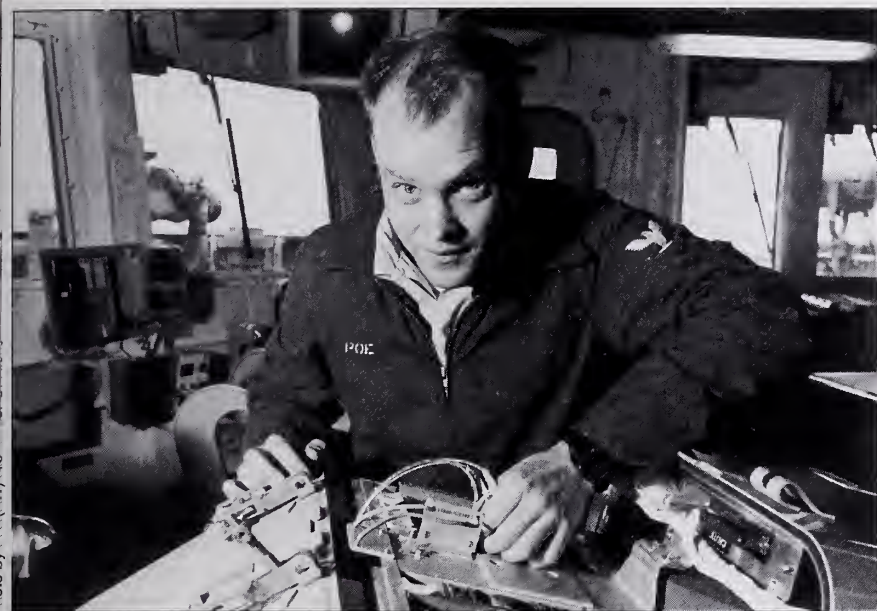


Edgar Allan Poe — famed writer of mystery and terror — once said, “An established name is an estate in tenure, or a throne in possession.” With the name of Poe firmly established in the literary world, Electronics Technician 2nd Class Robert Poe, a distant cousin several generations removed, is on the verge of laying claim to his “estate.”

“I’ve been working on some short stories and mysteries based on Edgar Allan Poe’s short stories,” said the Niceville, Fla., native. “I’ve got a contract with a publisher, and my first book, tentatively titled *Return to the House Of Usher*, will be out next year.”

Quoth the Sailor, “Nevermore.”

Story and photo by JO2 Lisa M. Novak



ET2 Robert Poe, of USS *Kauffman* (FFG 59), connects a literary turn to fiction and a high-tech Navy career.

While having a contract with a publisher would be enough of a career for most, for Poe, writing is only a sideline. The 27-year-old writer works full time on board the guided-missile frigate USS *Kauffman* (FFG 59).

"As the primary exterior communications technician, my job is very important. My skills at maintaining the radios allow the ship to coordinate its antisubmarine warfare efforts and communicate with the rest of the world," Poe said. "My job gets stressful at times, but learning about the many ways electronics can be used is very exciting."

Poe said communication, of a sort, has been an outlet "ever since I could pick up a pencil."

Return to the House of Usher is a mystery novel based on Edgar Allan Poe's *Fall of the House of Usher*. "It's about a character similar to myself — a descendent of an illegitimate son to Edgar Allen Poe — who inherits the Poe legacy. He lives in a small town, Crowley Creek, Virginia. As things go on, he gets wrapped up in events related to Poe's short story."

ET2 Poe's book, published by Forge, is scheduled for release in January 1996, possibly in time for Edgar Allan Poe's birthday on January 19. He has a contract for a second book based on another Poe murder story, *The Black Cat*.

"I began writing *Return to the House of Usher* while on shore duty at the Caribbean Regional Ops Center at NAS Key West, Florida, and finished it before reporting to USS *Kauffman*," Poe said. "It took three or four months for the first draft, and I have been doing rewrites since then."

The original *House of Usher* story, critically described as Edgar Allan Poe's best, tells of the twins Roderick and Madeline Usher. Madeline falls into a trance and Roderick, thinking she is dead, buries her in a deep vault.

Edgar Allan Poe also was known for his murder tale *The Tell-Tale Heart*, and for *The Raven*, which is one of the most famous poems in American literature.

"I think Poe is a genius of a writer," the Sailor Poe said. "He has been an inspiration to me throughout my life. In researching Poe's life from time to time I have

found interesting parallels between his life and mine."

Their attitudes toward military experience are not the same, however. Edgar Allan Poe joined the Army in 1927 and was discharged two years later as a sergeant major. Later, in an attempt to regain favor with his foster-father, he entered the U.S. Military Academy at West Point. When he saw a reconciliation would never happen, Poe purposely broke regulations and was dismissed from the service.

The present-day writer sees opportunities in the Navy. ET2 Poe has taken advantage of the schooling and job experience he's gained.

He said he's learned a great deal from working on radar, navigation and communication equipment. But, he said, a great deal of the important things he's learned weren't in school.

"I've learned to manage my time better and to work with people from different social, cultural and educational backgrounds. Through the Navy, I've gained the discipline, confidence, motivation and determination to fulfill my dreams."

The importance of dreams can't be understated in the Poe family. As his literary predecessor said, "They who dream by day are cognizant of many things which escape those who dream only by night." †

Novak is a photojournalist assigned to the Navy Public Affairs Center, Norfolk.

Bearings

Wayward owl strikes for wings of gold

A young and eager great horned owl recently took its maiden flight from its nest in the rafters of Hangar 34 at Pt. Mugu, Calif., home of the "Ice Pirates" of Antarctic Development Squadron 6. To the surprise of the owl and members of the squadron, the novice aviator landed in the flight station of an LC-130 *Hercules* aircraft. The month-old owl probably entered the aircraft through the forward escape hatch that was open for maintenance.

After the young aviator was found by some curious onlookers it was time to move the owl for its own safety. After all, it hadn't even been through simulator training yet. The task of relocation was given to Naval Air Weapons Station Environmental



Department Biologist Grace Smith who responded to the call armed with thick protective gloves and a confining tarp. The gloves protected Smith's hands from the owl's mighty razor-like

talons. The tarp protected the animal during the procedure, and apparently eased the minds of the owl's anxious parents as they watched from the rafters.

"When we got to it, the owl rolled on its back, clicked its beak and put its talons up in the air," said Smith. "It's a natural defense mechanism for these animals."

After the Ice Pirates' guest was carefully removed from its temporary perch, it was placed on top of a storage shack in the middle of the hangar where it immediately took flight in search of more private accommodations. ‡

Story and photo by PH1 Dave Kruse assigned to the public affairs office, VXE 6, Point Mugu, Calif..

Sailors seek tutors for tots at NAS Fallon

I am really impressed with the work she has done for this program," said Air Traffic Controller 1st Class Corey Plumb, who works at the air traffic control tower at NAS Fallon, Nev.

"She has done an excellent job with my class and has shown some real abilities to teach," said David Wuth, a fifth-grade teacher at the Lahontan

Elementary School in Fallon.

These people are involved with the Partners In Education (PIE) school mentoring program in the Fallon area and they are talking about Aviation Electronics Technician 2nd Class Gloria M. Ballard, a native of Carlsbad, N.M.

Ballard is NAS Fallon's Aircraft Intermediate Maintenance Depart-

ment's coordinator for PIE. "I first got involved in September 1993 and was the only person from my department who was involved," Ballard said.

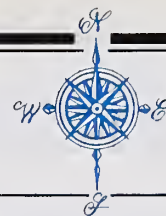
Since then, Ballard has been able to recruit several other volunteer Sailors for PIE. As part of the program, volunteers from the base tutor students in math, science and reading at Lahontan Elementary. The volunteers also help out in school-sponsored events.

"At first Sailors might do it (volunteering in schools) because it looks good on their evaluations to have community service. Then after they get more involved in PIE they start doing it because it gives them a sense of accomplishment and satisfaction from helping other people," said Ballard. ‡

J03 Lee Swart is assigned to the public affairs office, NAS Fallon, Nev.

AT2 Gloria M. Ballard tutors a math student at Lahontan.





SAR team rescues exhausted skier

I just kept thinking don't fall down. I knew if I fell down it would be difficult for me to get back up," said Hospitalman 3rd Class William D. Schieding, stationed at NAS Fallon, Nev.

It came up when Schieding was trudging through 150 yards of waist-deep snow near Lake Tahoe, Calif., with a litter on his back to help rescue a stranded skier. According to Schieding, a member of the NAS Fallon Longhorn Search and Rescue (SAR) team, the victim decided to ski off a main trail and go down the back side of the mountain.

"The skier thought he could make it down that side of the mountain. Instead he became exhausted and couldn't make it," said Schieding.

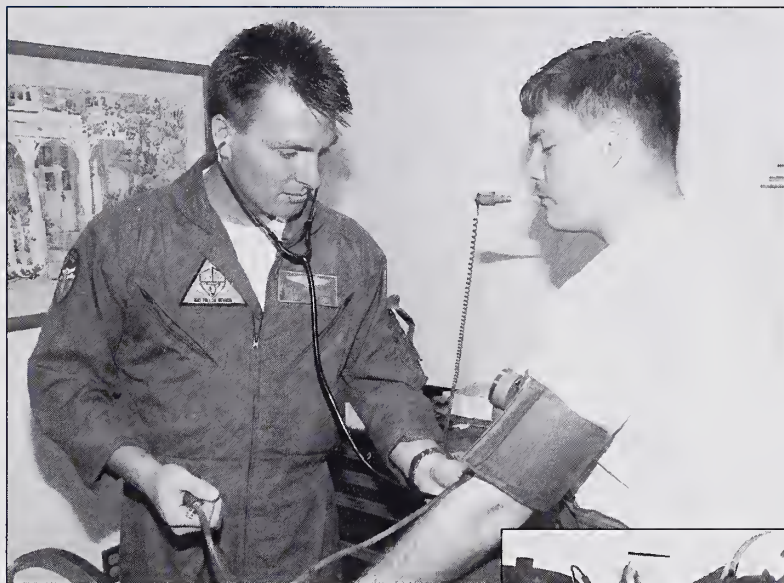
"A friend of the skier notified the local authorities after he didn't return," said Schieding, a Munising, Mich., native. The Longhorn SAR team launched in an HH-1 "Huey" helicopter after their assistance was requested by the local Sheriff to help find and rescue the skier from the mountain.

After the SAR team arrived at the search scene command post, they were told the missing skier had been found but their help was still needed in rescuing him. The SAR pilot, LT Dan Keohane, landed the helicopter near the skier.

"Well, it wasn't exactly a landing," said Schieding, "because the skids on the helicopter went right through the snow but the pilot was able to keep the rest of the helicopter from doing the same."

Because there were many trees in the area, Keohane could not land the helicopter any closer than 150 yards away from the victim.

"After landing, I got out of the helicopter and trudging my way through the snow to the skier. I knew



▲ HM3 William D. Schieding checks a fellow Sailor's blood pressure and temperature at sick call in the Branch Medical Clinic at NAS Fallon, Nev.

► Schieding grabs his flight gear in the SAR ready room before launching on a flight.

he wasn't in real bad shape because when we first flew over his head he waved to us. He seemed very responsive," said Schieding. "Once I got to him he was so exhausted he couldn't walk. In fact, I had to help him dig his frost-bitten feet out of the snow."

Since the skier could not walk back to the helicopter, Keohane pulled the aircraft into a hover at about 100 feet overhead. Using a dual harness Schieding strapped the exhausted victim to himself.

Air crewman AMS2 Joe Coorough used a winch to hoist the men into the helicopter where Schieding administered first aid to the skier and wrapped him in a sleeping bag. The SAR helicopter transported the victim to a nearby airport for further transfer to a hospital.



Three hours later a major winter storm hit the ski area and covered the search area with two feet of snow.

"I don't consider myself a hero because I just did my job. I did what anybody else in the same situation would have done. I was trained to do this just like all of the other members of the SAR team," said Schieding. ▴

Story and photos by JO3 Lee Swart, assigned to the public affairs office, NAS Fallon, Nev.

Bearings

Students suit up for science, technology

We were looking for a way to expose the kids to science in everyday life besides just a science fair," said Pat Matthias, library/media specialist at Sullivans Elementary School, Yokosuka, Japan. Matthias joined a group of Sailors to help students gain a better appreciation for science and technology.

"It was similar to a career day. We enlisted the aid of several commands on base who use science daily," continued Matthias.

Afloat Training Group (ATG) was one of eight commands that participated in Science Week. Fifth and sixth-grade children ran different tests on the water under the tutelage of Master Chief Boiler Technician (SW) John Clyburn, learn the finer points of the P250 portable pump from Electricians Mate 1st Class (SW) Joselito Reyes and how fuel for airplanes and ships is tested from BTC(SW) Richard Dunn.

Clyburn actually gave the students



Andrea Neighbors, Jenille Arevalo, and Faye Rausch dress-out to perform a water purification experiment under BTCM(SW) John Clyburn's tutelage during their visit to ATG WESTPAC.

hands-on experience in the lab. After careful explanation of why water is tested on board a ship, he showed them proper measuring techniques of chemicals and how to test the purity of water. Following the demonstration, each member of the class dressed out in lab gear and was able to test water to see if it was drinkable.

Other Sullivans students visited the hospital lab where they observed hematology, pathology and chemistry experiments. At the Naval Criminal Investigative Service they were instructed in forensic science and were shown fuming techniques for determining fingerprints.

The veterinary clinic staff gave tours of the operating room and let students view animal skulls and look at organisms through microscopes.

To end the day, students learned about environmental protection, visiting the hazardous waste storage facility, the incinerator at the solid waste plant, the recycling plant, the fleet industrial and supply center's hazardous material retail store, and the Public Works Center chemical lab, where they use state-of-the-art equipment to test the drinking water on base. ⚓

Story and photos by JOI Elizabeth Bartlett COMNAVFORJAPAN Public Affairs Office

Sailors turn to for Oklahoma City

Immediately following the bombing in Oklahoma City, Sailors assigned to Strategic Communications Wing 1 (CSCW 1), Tinker AFB, Okla., watched the destruction as the tragedy unfolded.



Within a few minutes, however, the Sailors moved to help. They provided around-the-clock support doing everything from driving fork lifts to delivering supplies and setting up blood drives.

"Anything that needed to be done, we did it," said Master Chief Aviation Boatswain's Mate (AW) Ron W. Collins, command master chief of Fleet Air Reconnaissance Squadron 3 (VQ-3).

"The turnout during this crisis was absolutely phenomenal," said Aviation

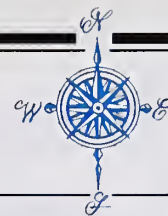
AS3 Marvin Jon Vernon from Lafayette, La., and AT2 Gary J. McClure help set up spotlights for the relief efforts in Oklahoma City.

Machinist's Mate 1st Class Kirk Burch. "Sailors have played a major part in the community since coming to Oklahoma City three years ago, and this was just one way we could help."

The Navy also donated about \$13,000 in material and relief supplies to support the rescue efforts at the demolished federal building.

"Oklahoma City welcomed the Navy with open arms three years ago and we wanted to support our community during this grieving period," said CAPT Vern Lochausen, CSCW 1 chief of staff. ⚓

Story by LT Flex Plexico, assigned to the public affairs office, Commander Strategic Communications Wing 1, Tinker AFB, Okla.



Roosevelt's supply system snaps forward

As far as USS *Theodore Roosevelt* (CVN 71) is concerned SNAP I is history. Shipboard Non-tactical Automated Data Processing Program I (SNAP I), an outdated processing system plagued by unreliability and slow response time, was recently replaced aboard the carrier with the Navy's new shipboard processing program SNAP III.

The program processes countless pieces of information to help keep millions of items flowing through the ship's supply system.

SNAP III gives *Roosevelt* greater and quicker processing capability, and takes up half as much space. It is operated by the Automated Data Processing (ADP) department, whose data processing technicians spent long hours during *Roosevelt's* Preparation for Overseas Movement period installing the system. Many of the Sailors volunteered when they could have been on leave.

"The fact that it's here and operational shows the team spirit that the ship's personnel demonstrate in almost any challenge," said Data Processing Technician 1st Class Charles Rhodes. "The blue shirts in ADP got this job done."

The benefit is faster processing of any program run through SNAP III. Sailors throughout the ship can access SNAP through terminals in their office and get information they need quickly.

Users have noticed SNAP III is already making life easier. "The system is a lot faster than it was," said Aviation Storekeeper 3rd Class Ronnie R. Nelson of *Roosevelt's* Aviation Intermediate Maintenance Division (AIMD) Material Control. "It's faster getting from screen to screen. It's a far better system."



▲ DP2(AW) Thomas A. Vilevac and DPSN Timothy L. Pearson insert an eight millimeter data tape into SNAP III, a new data processing system aboard USS *Theodore Roosevelt*. The system uses the eight millimeter tapes to replace bulkier nine track reels employed by SNAP III's predecessor.

► DPSN Timothy L. Pearson removes a CD-ROM compact disc, one of many information-packed discs used by *Roosevelt's* new SNAP III system.

Aviation Maintenance Administrationman 1st Class Timothy A. Nunn uses SNAP III to access AIMD logistics systems. "There's a lot less downtime," he said. "We have more access to it than we used to, so our managers can make more timely decisions in support of our air wing." †



Story by JO2 John Henry Doucette and photos by PH3 Christopher T. Frye who are both assigned to the public affairs office USS *Theodore Roosevelt* (CVN 71).

Shipmates



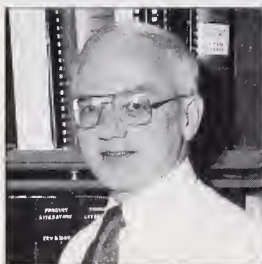
Radioman 2nd Class Steve Manson was selected as Strategic Weapons Facility Pacific's (SWFPAC) Sailor of the Quarter for second quarter 1995. Manson, a House Springs, Mo., native, was cited for his initiative, performance and commitment to mission accomplishment. Manson is assigned to Administrative Services/Military Personnel Branch, SWFPAC, Silverdale, Wash.



Navy Counselor 1st Class (AW) Julie Christenson was selected as the Commander, Reserve Patrol Wing Pacific (CRPWP) Career Counselor of the Year 1994. Christenson, a native of West Bloomfield, Mich., also headed up the VP-69 Retention Team. Under her guidance the team was awarded the "Golden Anchor" Award for retention excellence. Christenson is assigned to Naval Air Station, Whidbey Island, Wash.



Chief Journalist(SW/AW) Doug Gabos was recently presented the Commander in Chief United States Naval Forces Europe, Senior Enlisted Leadership Award. The award is presented to E-7s through E-9s who display exceptional leadership, professionalism and dedication to duty. Gabos, a native of Scotia, N.Y., is assigned to U.S. Naval Support Activity, Naples, Italy.



Dr. Robert K. Parker, head, Naval Research Laboratory's Electronics Science and Technology Division, Vacuum Electronics Branch, recently became a Fellow of both the American Physical Society and the Institute of Electrical and Electronics Engineers. Parker, a native of Alexandria, Va., was recognized for his contributions in the field of intense relativistic electron beams.



LCDR Larry S. Hiponia was recently awarded the Meritorious Service Medal. Hiponia, a native of Santee, Calif., was instrumental in establishing the first Japanese Maritime Self-Defense Force Operational Intelligence Center and its communication with the U.S. Navy. Hiponia is assigned to Battle Force 7th Fleet/Destroyer Group 5.



LT Paul Fabish, nuclear repair division officer on USS *McKee* (AS 41), was awarded the Naval Submarine League Levering Smith Award for Submarine Support Achievement. Fabish, a native of New Orleans, was recognized for his superior efforts in improving every aspect of nuclear repair capability. Fabish is assigned to Naval Submarine Base, San Diego.

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 Distribution: **Garland Powell**; Editorial: **Jan Kemp, Dennis Everette**.

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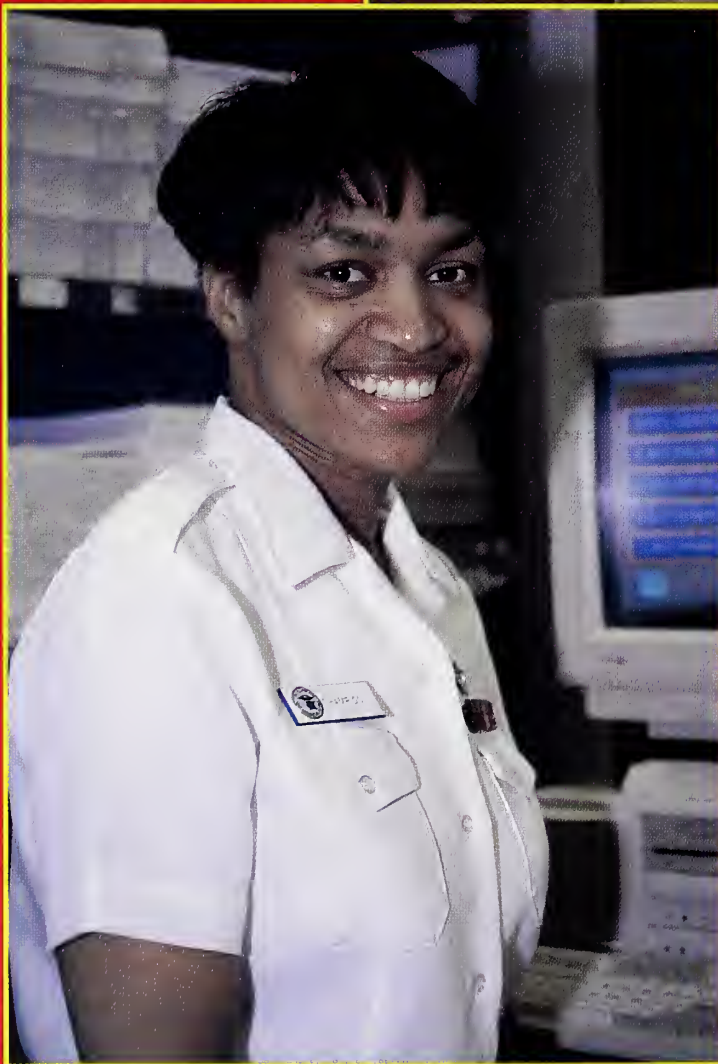
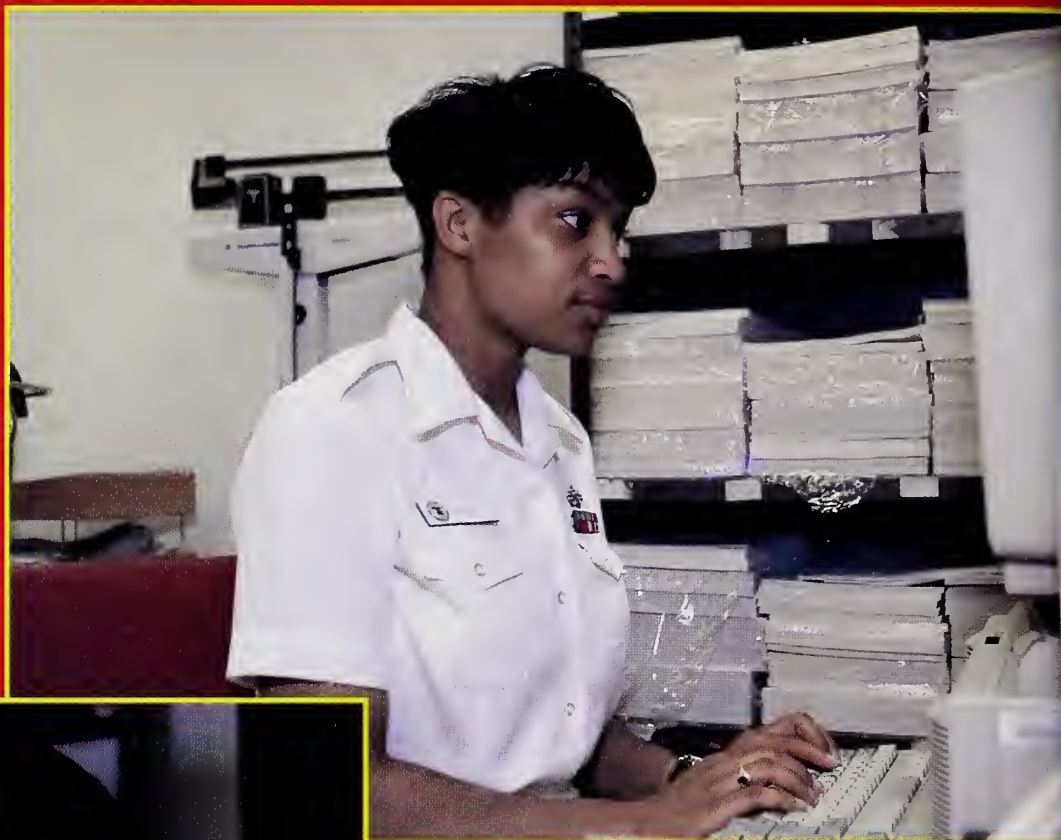
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Petty Officer 2nd Class Darrell Thomas (foreground) and another crew member push a bomb cart with two MK-82, 500 lb. bombs to the forward flight deck of USS *Independence* (CV 62) during Exercise *Cobra Gold* '95. (Photo by PH1 David Tucker.)



NAME: HM2(SW) Chetia R. Champion

ASSIGNED TO: ADM Joel T. Boone
Branch Medical Clinic, NAB Little Creek,
Va.

HOMETOWN: Gary, Ind.

JOB DESCRIPTION: "LPO and Basic
Life Support coordinator, Education and
Training Department — We're responsi-
ble for maintaining the training for the
staff members here."

**PLACES VISITED WHILE ON ACTIVE
DUTY:** Norway, Saudi Arabia, Bermuda
and St. Thomas, V.I.

HOBBIES: Singing and reading.

BEST PART OF THE JOB: "The chal-
lenge of teaching a class. I'm nervous
about standing in front of people but it
just gives me the courage to go on and
do better."

ALL HANDS

MAGAZINE OF THE U.S. NAVY



HISPANIC HERITAGE

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1995

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Staff Sgt. Laroy Streets, of Glen Burnie, Md., coaches AT3 Josh Roberts, of Austin, Texas, at the Puuloa Marine Corps pistol range, Hawaii. Photo by PH2 Kerry E. Baker, Fleet Imaging Command Pacific, NAS Barbers Point., Hawaii.

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From left to right: BMC(SW/AW) Roberto Ventura, from Santo Domingo; YN1 Sally Perez, from Newark, N.J.; PH3 Ephraim Rodriguez and SN Irene Rivera, both from New York City. Photo by PH1 Dolores L. Anglin. Studio technician PH3 Ephraim Rodriguez.



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IRS data base causes problems for some military taxpayers

Under the Soldiers' and Sailors' Civil Relief Act (SSCRA), military income is deemed to be earned in the service member's state of record and can only be taxed by that state. While the SSCRA prevents a state from taxing every service member who is stationed in the state, the Office of the Judge Advocate General has received numerous reports from service members who have received collection notices for state taxes for which they are not liable.

State tax authorities are increasingly using data from the IRS to obtain the names and addresses of taxpayers

residing in the state who filed federal tax returns. The state authorities typically assume that the taxpayers were also required to pay state income taxes, until the taxpayers advise differently. The state usually will send a form letter to the taxpayer noting the failure to file a state return and asking the taxpayers to provide proof that they were not required to file a state tax return. Some states, including California, will actually compute and demand payment of a precise amount of state income tax, penalties and interest.

Service members receiving a demand to pay income tax from a state other than their home state should assert their rights under the SSCRA and provide the state with proof that they are active-duty military and domiciled in another state. Such

proof might consist of copies of their orders, income tax return for their home state and DD Form 2058, "State of Legal Residence Certificate" from their disbursing record. If the state still refuses to cease collection activities, service members may request help from the Navy Legal Service Office or other military attorneys.



Fleet's structure reorganized

The Atlantic Fleet's surface combatant ships have been reorganized into six core battle groups, nine destroyer squadrons and a new Western Hemisphere Group. The reorganization took effect Aug. 31, with homeport shifts occurring through 1998.

The plan focuses on developing squadron integrity, increasing Sailors' time in homeport, economizing training, and providing a more efficient organization to meet Western Hemisphere requirements.

The ships in the Western Hemisphere Group will be homeported in Mayport, Fla., and Pascagoula, Miss. These ships will be tasked with supporting operations in the Caribbean and South America. USS *Ticonderoga* (CG 47) and USS *Yorktown* (CG 48) will move to Pascagoula in 1996. USS *Thomas S.*

Gates (CG 51) will join them in FY98.

Four ships will move to Mayport; USS *Robert G. Bradley* (FFG 49) (FY97), USS *Conolly* (DD 979) (1996-97), USS *Scott* (DDG 995) (1997) and USS (DDG 993) (1998), to join USS *Moosbrugger* (DD 980), USS *Dewert* (FFG 45), USS *McInerney* (FFG 8), USS *Boone* (FFG 28), USS *Doyle* (FFG 39), USS *Aubrey Fitch* (FFG 34) and USS *Stark* (FFG 31).

When the transition period is complete, the following ship assignments will apply:

- Commander Cruiser-Destroyer Group 2/USS *George Washington* (CVN 73) Battle Group: USS *South Carolina* (CGN 37) and USS *Normandy* (CG 60).

- Commander Carrier Group 2/USS *John C. Stennis* (CVN 74) Joint Task Group: USS *San Jacinto* (CG 56) and USS *Monterey* (CG 61). *Monterey* is

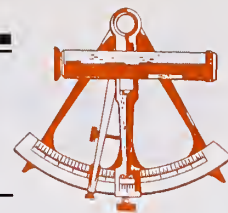
scheduled to join the group in 1996-1997.

- Commander Carrier Group 6/USS *John F. Kennedy* (CV 67)/USS *America* (CV 66) Joint Task Group: USS *Vicksburg* (CG 69), USS *Hue City* (CG 66) and USS *Thomas S. Gates* until *Gates* transfers to the Western Hemisphere Group in June 1998.

- Commander Cruiser-Destroyer Group 8/USS *Dwight D. Eisenhower* (CVN 69) Joint Task Group: USS *Anzio* (CG 68) and USS *Cape St. George* (CG 71).

- Commander Carrier Group 8/USS *Theodore Roosevelt* (CVN 71) Joint Task Group: USS *Leyte Gulf* (CG 55), USS *Vella Gulf* (CG 72) and USS *Mississippi* (CGN 40). *Mississippi* is scheduled for decommissioning during FY97.

- Commander Cruiser-Destroyer Group 12/USS *Enterprise* (CVN 65)



Conversion opportunity available for MA, NC ratings

Eligible Sailors can apply for conversion to Master-at-Arms (MA) and Navy Counselor (NC) ratings. Non-designated seamen, firemen, and airmen who are eligible for advancement to 3rd class petty officer can laterally convert to the MA rating.

Second and 3rd class petty officers are also eligible to convert.

Second class petty officers eligible for advance-



MA

ment and first class petty officers can laterally convert to the NC (less CRF) rating.

Both ratings are Career Reenlistment Objectives category one (CREO 1), which means they are undermanned. Advancement opportunity for both ratings, for all pay grades, has been above fleet average for the past three advancement cycles. More information is available in NAVADMIN 147/95.

Ozone Awareness Week

The Environmental Protection Agency (EPA) has designated September 16-23, 1995, as Ozone Awareness Week. Since 1989 the Navy has been researching ways to eliminate ozone-depleting substances from the fleet without sacrificing operational

readiness.

Naval Sea Systems Command operates a clearinghouse that provides information on ozone depletion substances such as chlorofluorocarbon (CFC) refrigerants, halon fire agents and certain chlorinated cleaning solvents as well as their non-ozone depleting substitutes.

The U.S. Navy CFC & Halon Clearinghouse can provide information on Navy policy, technical training, shipboard conversion programs, EPA regulations and more. The clearinghouse maintains a hotline and issues a quarterly newsletter as well as a daily electronic mail update on ozone depleting substances and related topics. The clearinghouse can be contacted via phone: (703) 769-1883, fax: (703) 769-1883, or e-mail: navyozone@aol.com

Joint Task Group: USS *Philippine Sea* (CG 58) and USS *Gettysburg* (CG 64).

Destroyer squadron assignments under the reorganization require no ship homeport changes.

The Pacific Fleet's surface ships are being reorganized into six core battle groups and eight destroyer squadrons. The reorganization is scheduled to be completed by Oct. 1, 1995, with homeport changes completed within the next year. Permanent core battle groups will include a battle group commander, aircraft carrier, carrier air wing and at least two cruisers.

While most of the reorganization will be accomplished by realigning existing shore commands and the staffs of operational commanders, the following changes will apply:

San Diego:

- A regional support organization will be established to cover adminis-

trative and maintenance support for ships which do not deploy as part of their core battle group.

- Commander Destroyer Readiness Squadrons 13 and 33 will be disestablished, with the billets reassigned to new or existing commands in San Diego.

Pearl Harbor:

- Commander Destroyer Squadron 5 will shift homeport from San Diego to Pearl Harbor.

- Commander Naval Surface Group Middle Pacific will be the Immediate Superior In Charge (ISIC) for all non-cruiser/destroyer ships in Pearl Harbor.

Everett, Wash.:

- Commander Destroyer Squadron 9 has moved from San Diego to Everett.

- Commander Logistics Group 1 will move to Everett and serve as Commander Naval Surface Group Pacific Northwest while maintaining ISIC responsibilities for logistics ships.

Once the transition period is complete, the following ship assignments

will apply:

- Commander Cruiser-Destroyer Group 1/USS *Constellation* (CV 64) Battle Group: USS *Lake Erie* (CG 70) and USS *Chosin* (CG 65).

- Commander Cruiser-Destroyer Group 5/USS *Kitty Hawk* (CV 63) Battle Group: USS *Cowpens* (CG 63) and USS *Antietam* (CG 54).

- Commander Cruiser-Destroyer Group 3/USS *Carl Vinson* (CVN 70) Battle Group: USS *Shiloh* (CG 67), USS *California* (CGN 36) and USS *Arkansas* (CGN 41).

- Commander Carrier Group 7/USS *Nimitz* (CVN 68) Battle Group: USS *Port Royal* (CG 73) and USS *Lake Champlain* (CG 57).

- Commander Carrier Group 3/USS *Abraham Lincoln* (CVN 72) Battle Group: USS *Princeton* (CG 59) and USS *Chancellorsville* (CG 62).

- Commander Carrier Group 5/USS *Independence* (CV 62) Battle Group: USS *Bunker Hill* (CG 52) and USS *Mobile Bay* (CG 53).

Best of the best

1995 Sailors of the Year



The four 1995 Sailors of the Year came to Washington, D.C., like rock stars making a stop on a whirlwind tour. It was eight days of sightseeing; visits with Navy leaders; luncheons; dinners; boat rides; and barbecues. The highlight of the week was when they were promoted to chief petty officer and presented a Navy Commendation Medal. *All Hands* salutes the 1995 Sailors of the Year.



◀◀ The 1995 Sailors of the Year, AKC(AW) Maureen E. Sims, QMC(SW) Daniel J. Nicholson, HTC Frank N. Zupan and HMC(DV) John D. Correa spent a busy eight days in Washington, D.C. to celebrate their SOY selections.

◀ Atlantic Fleet Sailor of the Year QMC(SW) Daniel J. Nicholson speaks to Chief of Naval Operations ADM Mike Boorda during an office visit. The SOYs met with other Navy leaders during their visit to the nation's capital.

Atlantic Fleet Sailor of the Year

Name: Chief Quartermaster (SW) Daniel J. Nicholson
Hometown: Reading, Mass.
Born: June 6, 1963
Enlisted: July 1982
Former command: USS *Clifton Sprague* (FFG 16)
Present command: CINCLANTFLT Norfolk
Duty stations: USS *John King* (DDG 3); USS *Samuel B. Roberts* (FFG 58); Naval Diving and Salvage Training Center, Panama City, Fla.; USS *Sunbird* (ASR 15)
Key to success: "Start early. Work on major qualifications when you are an E-1 to E-3. Take care of your people and take pride in your work!"

Pacific Fleet Sailor of the Year

Name: Chief Hospital Corpsman (DV) John D. Correa
Hometown: New York City
Born: Feb. 24, 1963
Enlisted: May 1982
Former command: Fleet Marine Forces, Marine Corps Base Hawaii
Present command: CINCPACFLT, Pearl Harbor
Schools: 2nd Class Diver Training, Coronado, Calif.; Airborne Training, Fort Benning, Ga.; Jungle Survival Training, Fort Sherman, Panama; Special Forces Medical Sergeant's Course, Fort Bragg, N.C.
Duty stations: Naval Hospital, Groton, Conn.; 1st Reconnaissance Battalion, Camp Pendleton, Calif.; 2nd Reconnaissance Battalion, Camp Lejeune, N.C.; Naval Hospital Portsmouth, Va.; Naval Shipyard Branch Medical Clinic, Norfolk; and Naval School of Health and Sciences, Norfolk
Key to success: "Lead by example, not exemption. Be persistent and learn from past and present experiences. Always give every job 200 percent."

Shore Sailor of the Year

Name: Chief Aviation Storekeeper (AW) Maureen E. Sims
Hometown: Port Huron, Mich.
Born: Aug. 9, 1966
Enlisted: February 1986
Present command: Office of the Master Chief Petty Officer of the Navy
Former command: NAS Keflavik, Iceland
Schools: Aviation Supply Support Specialist, Norfolk
Duty stations: NAS Cubi Point, Philippines; NAS Norfolk; Fleet Composite Squadron 6, Norfolk
Key to success: "Persistence, hard work and a lot of prayer."

Naval Reserve Sailor of the Year

Name: Chief Hull Technician Frank N. Zupan
Hometown: Oak Ridge, Tenn.
Born: Sept. 7, 1958
Enlisted: October 1976 (active duty) and April 1983 (reserve duty)
Present command: Naval Reserve Readiness Center, Phoenix
Schools: Instructor Training School, New Orleans; Command Managed Equal Opportunity, Phoenix
Duty stations: USS *Mars* (AFS 1)
Key to success: "Be meticulous with details. Know your responsibilities and where you fit in the overall structure of the Navy. Take charge of your career with proactive planning and an unending commitment to excellence. Give 110 percent toward your goals and lead by example." ‡

Code of Conduct

Not since the Persian Gulf War has the United States had Prisoners of War. However, all U.S. servicemembers are subject to the Code of Conduct.

I. I am an American, fighting in the forces which guard my country and our way of life. I am prepared to give my life in their defense.

II. I will never surrender of my own free will. If in command, I will never surrender the members of my command while they still have the means to resist.

III. If I am captured I will continue to resist by all means available. I will make every effort to escape and aid others to escape. I will accept neither parole nor special favors from the enemy.

IV. If I become a prisoner of war, I will keep faith with my fellow prisoners. I will give no information or take part in any action which might be harmful to my comrades. If I am senior, I will take command. If not, I will obey the lawful orders of those appointed over me and will back them up in every way.

V. When questioned, should I become a prisoner of war, I am required to give my name, rank, service number and date of birth. I will evade answering further questions to the utmost of my ability. I will make no oral or written statements disloyal to my country and its allies or harmful to their cause.

VI. I will never forget that I am an American, fighting for freedom, responsible for my actions, and dedicated to the principles which made my country free. I will trust in my God and in the United States of America.

The Great F

Sailors, Marines use teamwork to rescue downed Air Force pilot



Photo by SSgt. Chris Putnam

Americans worldwide released a collective sigh of relief recently as

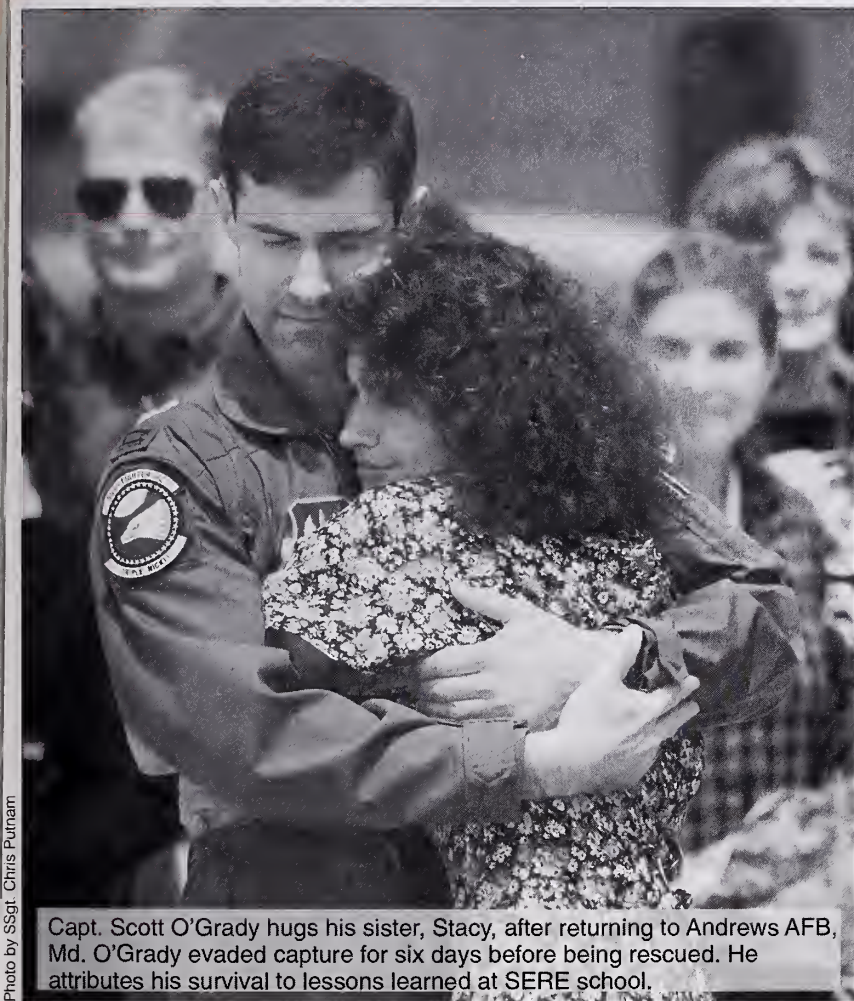
Sailors and Marines combined forces to rescue Air Force pilot,

Capt Scott F. O'Grady, whose F-16C jet fighter was shot down over Bosnia while on an Operation *Deny Flight* mission.

USS *Kearsage* (LHD 3) Sailors and embarked Marines from the

▲ Air Force Capt. Scott O'Grady gives the salute of his old squadron in Korea while President Clinton waves to the crowd after a Pentagon ceremony to welcome O'Grady home. O'Grady was rescued by Marines embarked in USS *Kearsage* after his F-16C jet fighter was shot down over Bosnia while on an Operation *Deny Flight* mission.

24th Marine Expeditionary Unit (MEU) Special Operations Capable, patrolling in the Adriatic Sea, received word that O'Grady was alive and they would be part of a complex operation to rescue the



Capt. Scott O'Grady hugs his sister, Stacy, after returning to Andrews AFB, Md. O'Grady evaded capture for six days before being rescued. He attributes his survival to lessons learned at SERE school.

Photo by SSgt. Chris Putnam

downed pilot six days after he ejected from his aircraft over the hostile Balkan territory.

"I've pretty much got mixed emotions," said Cpl. Timothy O'Berst of 8th Marines, 3rd Battalion. "I'm excited to go in, but kind of scared also," he said before the operation began.

The Marines launched from *Kearsage* during the early morning

of June 8. "[O'Grady] came running up from about 20 meters. I got out of the plane and escorted him back," said Sgt. Scott Pheister of the 8th Marines. "He looked exhausted and scared — just like anyone else would be."

"To see him running through the brush covered in sweat and water, with his pistol in his hand, making his way to the aircraft — it's not a

The Seven Enemies of Survival

Be Prepared To Face These Hostile Factors

One of the first places Air Force Capt. Scott O'Grady visited after his White House visit was Survival, Evasion, Resistance and Escape (SERE) School where he talked to his former instructors and current class members on the value of SERE training and how it helped him survive. These tips helped him through his ordeal.

1. Boredom and loneliness from isolation lead to loss of self-esteem — keep busy.
2. Pain from illness or injury creates frustration — must be dealt with immediately unless in danger of capture.
3. Temperature, extremes of heat and cold, cause physical and mental depression — find shelter.
4. Fatigue from over-exertion and sleep deprivation causes loss of self-determination — rest when possible.
5. Thirst and dehydration lead to mental confusion and death — find water.
6. Hunger from starvation leads to feelings of dependency — find food.
7. Fear, insecurity in an alien environment and anxiety over fate lead to blind panic — confront fear and use heightened senses.

► The Survival, Evasion, Resistance and Escape (SERE) school at NAS Brunswick, Maine, trains Sailors how to survive in the wilderness. Students are taught to use their survival kit sponges to secure water during adverse conditions.

scene that I'll soon forget," said Col.

Martin Berndt, commanding officer of the 24th MEU.

The rescue team was only on the ground approximately 10 minutes. O'Grady spent a few days on *Kearsage* before going on to Aviano Air Base, Italy, and returning to the United States.

"They say they were just doing their job," O'Grady said of his Navy/Marine Corps rescuers. "But they came in there, risking their lives, and got me out. They are the biggest heroes in the world if you ask me."

Chief of Naval Operations, ADM Mike Boorda emphasized the importance of the Navy/Marine Corps presence in the Adriatic Sea and how that presence is helping the people of Bosnia. "I can tell you for sure there are hundreds of thousands of people alive there who would not be alive if not for Sailors like you."

"I'm just glad we were able to rescue another American," said Sgt. Robert Brooks of the 8th Marines. "Americans stick together. If there was any way possible to get him out, we were going to give it our best shot."

Compiled from news releases by JO2(AW) Michael R. Hart, a photojournalist for All Hands.



Photo by PHC(AW) Joseph Dorey

▲ A SERE student starts his team's fire as evening approaches. To survive in a non-evasion situation, fire rates second in importance after medical aid.

Models of Success Models of Success

PN learns leadership, discipline from the Navy

Personnelman 3rd Class Jamie Luevanos, of Green Bay, Wis., didn't join the Navy because his father, Francisco Luevanos, served on a carrier. He didn't join because his brother is a Navy Seabee. He joined the Navy because he wanted an education and job experience.

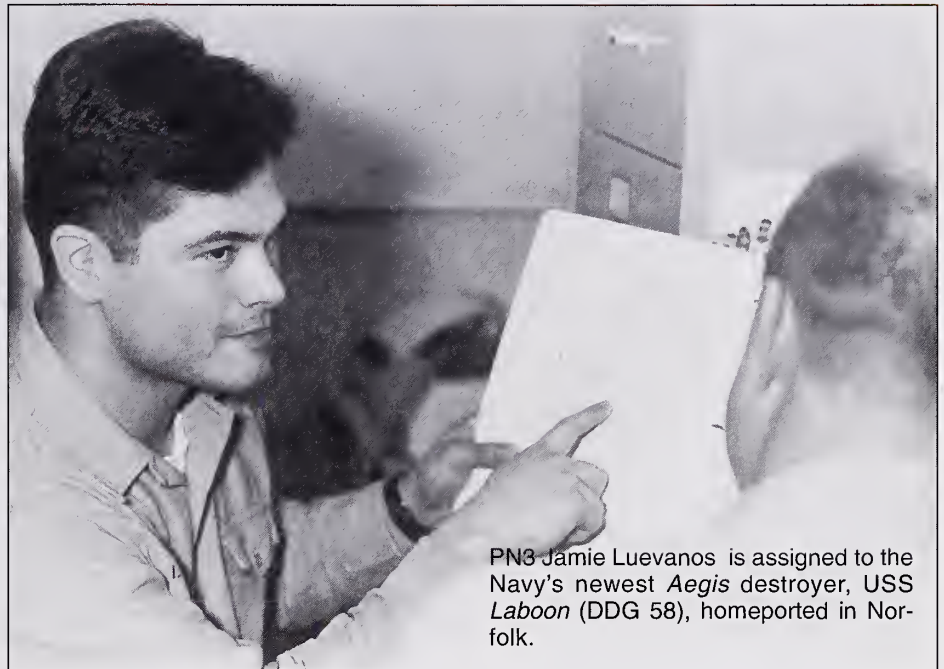
"The Navy is known for its technical training and good educational programs. These are the main reasons I joined. I needed experience in a career field, and the Navy had the best opportunities for me," said the 21-year-old Sailor. "I knew the Navy would help me become better disciplined, and I'd acquire leadership skills needed in today's job market."

Luevanos, who joined the Navy in 1994, said he's received all he has looked for in the Navy. "The Navy teaches you how to work as a team player as opposed to a one-man show," said Luevanos.

Teamwork is important on Luevanos' ship, USS *Laboon* (DDG 58), the Navy's newest *Aegis* destroyer. Everyone plays a part, he said.

"Any job on board a ship is important. Every job a person does helps keep the ship running smoothly."

As a personnelman, Luevanos said his role is taking care of the crew. He handles and maintains everything from personnel files to pay records. On board a ship of



PN3 Jamie Luevanos is assigned to the Navy's newest *Aegis* destroyer, USS *Laboon* (DDG 58), homeported in Norfolk.

approximately 350 people, Luevanos said perhaps the most exciting part of his naval career is making new friends. He enjoys meeting and working with people from a variety of backgrounds.

He wants to take this experience with him when he leaves the Navy; he plans to return to school and get his degree. ‡

Story by JO2 Brian Ellis, photo by PH1 Alexander C. Hicks.

Riding subs and 'getting an edge in life'

Spurred on by a thesis paper he'd written in college in the mid-80s, Radioman 1st Class (SS) Celso Pena wanted to be involved with the computer and satellite communication business. He graduated from Long Island University in Brooklyn, N.Y., with a bachelor's degree in computer science, but there was a problem.

"After graduation, finding a job was hard. Most places wanted someone with experience," said Pena.

This situation lead Pena to look at the military.

"I knew there was something missing inside me, and I thought the military would help me find it and give

me an edge in life," Pena said.

Pena enlisted in the Navy as a radioman in 1985 and was accepted into the Navy's submarine program. He uses high-tech electronic equipment on the submarine to receive and transmit messages via satellite communications.

Pena is proud of the contributions he's already made to his latest ship, *Cheyenne*.

"I'm on the cutting edge of communications technology. I'm doing the thing I wrote my thesis about — global communications." ‡

Story by JO2 Brian Ellis, photo by PH1 Alexander C. Hicks.



RM1 Celso Pena is assigned to *Cheyenne*.

Models of Success Models of Success

Sailor stays busy, excels in assault craft unit

EM1 Edwin Velazquez, of San Sabastian, Puerto Rico, is assigned to Assault Craft Unit 2, Little Creek, Va.

When a crisis erupts, Sailors and Marines like Electricians Mate 1st Class Edwin Velazquez are often the first to arrive. Velazquez, of San Sabastian, Puerto Rico, is attached to Assault Craft Unit (ACU) 2 in Little Creek, Va. His command operates landing craft, which deploy on amphibious assault ships.

"Our primary mission is transporting cargo and personnel with our landing craft. We can carry 200 fully combat-ready personnel and 200 tons of cargo, including two tanks," said Velazquez.

It's a job that keeps Velazquez, 39, busy. "I have been on three eight-month deployments to the Persian Gulf, six Mediterranean cruises and three Caribbean cruises," he said.

When Velazquez and his shipmates aren't offloading commandos



on the shores of the world's trouble spots, they train and maintain their boats. The only EM in his unit, Velazquez maintains all the electronic gear on the boats.

His long-range goals include, "excelling in my rate to the highest

level possible and passing my knowledge to the young men and women who are coming up in the Navy." †

Story and by Henry Rice, photo by PH1 Alexander C. Hicks.

Keeping lines of communication open

When Nick Cardenas received orders to USS *Arleigh Burke* (DDG 51) while attending Navy electronics school, he didn't realize those orders would make him the envy of students and faculty alike.

"I didn't know much about the ship, but everyone at school was envious of me for getting this assignment. For my first duty station, it's been great for my career," said Cardenas, a native of San Antonio.

Cardenas is responsible for maintaining the ship's radar systems and also serves as the navigational systems supervisor. His job carries a great deal of responsibility that can involve making life and death decisions.

Additionally, the 23-year-old

Sailor is responsible for the internal and external communications systems on board.

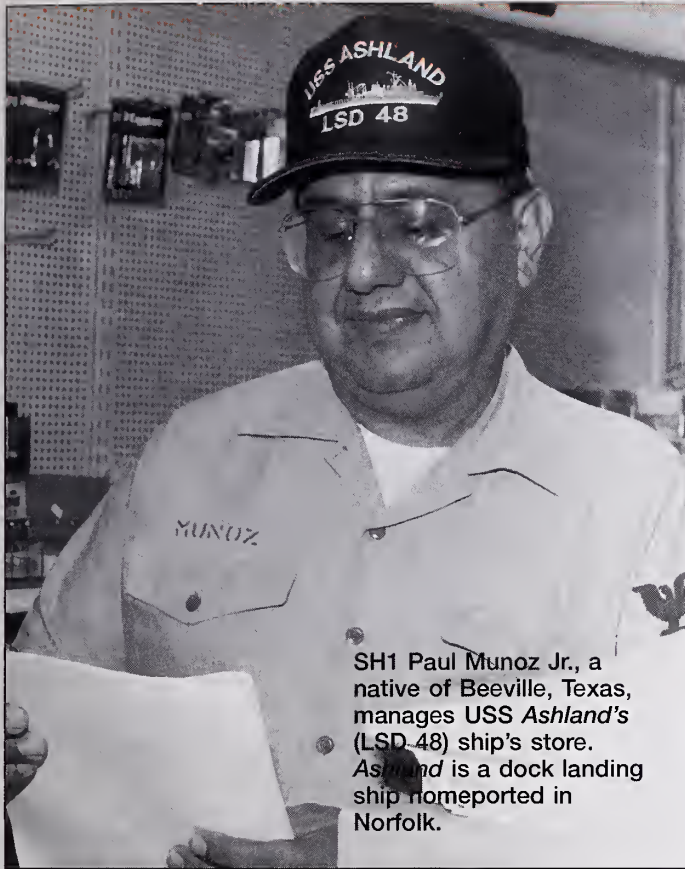
He maintains six navigational systems which keep the ship in line to link with satellites, giving it cellular phone capabilities and allowing *Arleigh Burke* to communicate with other ships in the battle group.

"My schooling was very intense, especially the basic electronics portion," said Cardenas, who was the distinguished military graduate, finishing at the top of his class. He hopes to become an officer through the Navy's enlisted commissioning program. †



ET2(SW) Nick Cardenas, a 1989 graduate of Highlands High School in San Antonio, is assigned to the Norfolk-based *Aegis* destroyer USS *Arleigh Burke* (DDG 51).

Story by JO2 Lisa Novak, photo by PH1 Alexander C. Hicks.



SH1 Paul Munoz Jr., a native of Beeville, Texas, manages USS Ashland's (LSD-48) ship's store. Ashland is a dock landing ship homeported in Norfolk.

Love of travel draws Sailor to the Navy

At the turn of the millennium, Ship's Service man 1st Class Paul Munoz will end two decades of service to his country. Munoz, of Beeville, Texas, came into military service at a turbulent time in American history. He enlisted in the Marines in 1966 and did a 13-month tour in Vietnam. He left the Marines soon after his Vietnam tour when his father became sick.

"I got out to help take care of the family," said the 49-year-old Sailor. Munoz grew up in a large family, with three brothers and eight sisters. He said his parents always stressed family unity and were very loving.

His family values carried over into his own family. In fact, being able to maintain family stability was one of the reasons Munoz reentered the military, this time with the Navy in 1982. Munoz said he also joined the Navy because, "I have always loved to travel, and the military offered me job security."

In his job, Munoz manages barber shops, tailor shops, ships' uniform stores, laundries, dry-cleaning plants and shoe shops. He has also served in exchanges, maintained stores and worked in food shops.

Munoz is currently stationed aboard the amphibious dock landing ship USS Ashland (LSD 48), homeported in Norfolk. The ship supports amphibious operations using hovercraft called Landing Craft Air Cushion (LCACs), conventional landing craft and helicopters to transport Marines ashore. Munoz said this is his last ship and he'll retire from the Navy traditionally, while at sea. ‡

Story by JO2 Brian Ellis, photo by JO1 Annabelle St. Germain.

Teamwork key aboard Seawolf

While there are many tangible benefits to a military career, such as education and training, sometimes the intangible benefits are what make the service a worthwhile experience. This was certainly the case for Machinist's Mate 1st Class Jesus Garza Jr

"The best thing the Navy has done for me is open my eyes and make me grow up," said Garza, of Houston.

"The Navy teaches people to work together and trust one another. Our lives may sometimes depend on each other. We must learn to work as a team so we can overcome and conquer any obstacle that's thrown our way." Teamwork is a must for Garza at his current duty station. He is one of 114 hand-picked Sailors and officers helping build *Seawolf*, the first in a revolutionary new class of attack submarines designed to be exceptionally fast, quiet and well armed.

Garza works with equipment that deals with the sub's driving and steering systems, as well as hydraulics, refrigeration and sanitation.

While he would like to put his experiences to work in his hometown after retirement, Garza said he intends to stay in the Navy for at least 20 more years. ‡

Story by JO2 Lisa Novak, photo by Gerard Johnson.



MM1 Jesus Garza Jr., is helping build *Seawolf*, lead ship in the Navy's newest-class of attack submarine.

Models of Success Models of Success

Keeping sharp on the cutting edge

Not many people, including those in the Navy, know much about ocean systems technicians. For many years it was a rate shrouded in Cold War secrecy. The only thing Ocean Systems Technician 2nd Class David Vazquez knew about the job when he enlisted in 1988 was that it involved oceanography and computers.

"I chose the ocean systems technician rate because I felt it would provide me with the technical training I desired to keep me on the cutting edge, whether I decided to make the Navy a career or not," said Vazquez.

Vazquez is assigned to Commander Undersea Surveillance (CUS), the worldwide authority for the Navy's Integrated Undersea Surveillance (IUSS). Under their guidance, hundreds of Sailors at naval facilities around the world monitor and relay data obtained from ocean sensors to the Naval Ocean Processing Facility (NOPF) Virginia Beach, Va. The data is analyzed to detect, classify and track submarines, surface ships and aircraft, and to alert tactical forces. The command also manages the Navy's training program for ocean systems technicians.

"The program we are developing will help pass the knowledge to



ocean system technicians and other anti-submarine warfare analysts (i.e., sonar technicians)," said Vazquez, 25. "What I like most about the job is knowing the work I'm doing now is going to be used to teach the future analysts how to do our job effectively."

Vazquez has given a lot to the Navy in terms of hard work and technical input, but he said he has gotten much more from the Navy in return.

"I have developed self-discipline, self-confidence, independence and leadership skills from my experiences in the Navy," said Vazquez, who traveled around Europe while stationed in Wales.

OS2 David Vazquez is assigned to Commander, Undersea Surveillance in Virginia Beach, Va.

"The Navy also offered me an excellent way to attain my goals. There are many options, such as educational programs, job training and work experience," he added.

The decision to stay in the Navy until retirement is one Vazquez has yet to make. "My goal is one day to own a business that deals with computers," he said. In the meantime, he plans to attend college and take computer and computer network courses. ‡

Story by Henry Rice, photo by PH1 Alexander C. Hicks.

Finding a future on the high seas

Chief Hospital Corpsman Luis Rodriguez says he was looking for a job that offered him a future. He found that job in the Navy.

Rodriguez has taken the Navy's educational opportunities and turned them into a college education and a commission.

He was recently selected for the Medical Enlisted Commissioning Program.



HMC Luis Rodriguez was recently selected for the Navy's Medical Enlisted Commissioning Program.

As a hospital corpsman at Submarine Group 2 in Norfolk, Rodriguez helps health professionals provide top quality medical care to Navy people and their families. He says he's learned some important skills in dealing with people.

"As a leader, you are only as good as your troops. Take care of them and they will take care of you." ‡

Story by JO2 Matthew Gowan.

New skipper takes helm of surveillance vessel

CAPT Emigdia "Amy" Esqueda, a Military Sealift Command ship master, stood a little taller recently when she took the reins as relief master of the ocean surveillance vessel, USNS Effective (T-AGOS 21), becoming MSC's first-ever woman skipper.

Esqueda, a native of San Antonio, has been a civil service mariner for more than 13 years, sailing aboard almost everything Military Sealift Command, Pacific operates, from fleet oilers to a special mission ship. "I'm aware of the historical significance of my new assignment, but I feel more proud of the way I've worked myself up to finally become captain," Esqueda said. "They don't just hand you this job. You have to pay your dues, and I think I have."

After entering Texas A&M University at Galveston, Texas, as a marine biology student, she became

fascinated with sailing. After seeing Texas Maritime Academy cadets crossing campus in their khaki uniforms, she enrolled in a few courses, and eventually went on a summer cruise.

"I promised myself if I didn't get seasick and if I actually enjoyed it, then I'd keep going," she said. She worked as an ordinary seaman aboard several commercial vessels while still in school.

Graduating in 1981 from the Texas Maritime Academy, Esqueda went on to join MSC in 1982 as a third mate aboard the former fleet oiler USNS Ponchatouca (T-AO 148). "I thought I might panic a little, but I didn't. I found I was able to handle things better than I thought. There's always an uncertainty about uncharted waters."

She earned her master's license in 1990, but purposely continued to seek chief mate or chief cargo officer assignments in order to gain

additional experience aboard other ships. "The people who have worked for me in the past understand I'm firm, but fair," she explains. "I tell people outright what I expect of them, and judge them on performance, not personality." †

Story by Steve Rosa, photo by Bob Borden.



CAPT Emigdia Esqueda admires the view from the signal bridge of USNS Effective (T-AGOS 21).

Building character in the Navy

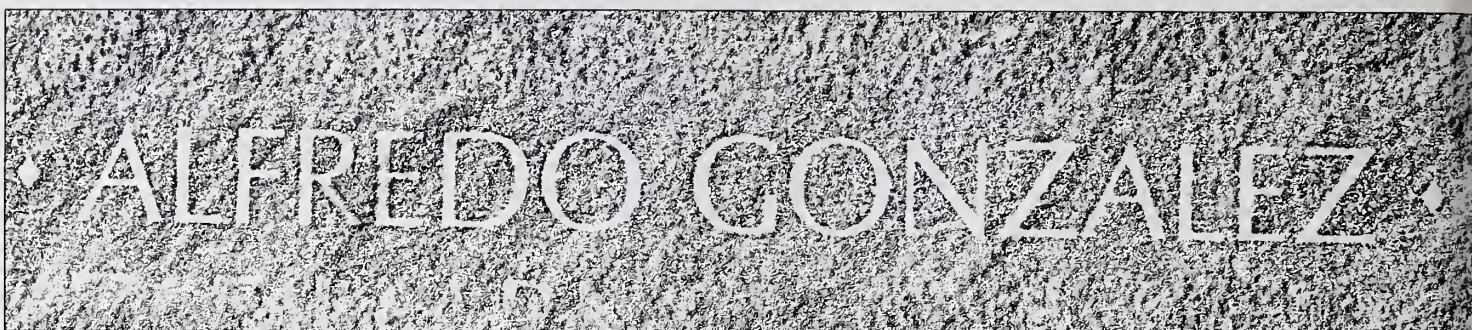


As a child, Seaman Apprentice Anthony Sanchez learned the importance of having a productive job, being a contributing member of society and helping other people. But Sanchez wanted more. "I thought the Navy would give me a sense of purpose and discipline. I now have both." Sanchez is currently stationed on board the amphibious dock landing ship USS Ashland (LSD 48), homeported in Norfolk.

As a deck seaman, Sanchez is tasked with keeping the ship in good condition. "My job is important, because my ship is always receiving visitors and if it's not squared away, it reflects poorly on my command and the Navy." Sanchez plans on leaving the Navy to pursue a degree after his enlistment. †

Story by JO2 Brian Ellis, photo by David Schmidt

SA Anthony Sanchez on board the dock landing ship USS Ashland (LSD 48).



Gonzalez fills pledge to Hue City vets

At the beginning of the bloody Tet Offensive in early 1968, a young Hispanic Marine from Texas gave his life to save his fellow Marines, and to take the fight to the enemy. His name was Sgt. Alfredo "Freddy" Gonzalez, and he died on Feb. 4, 1968, at the age of 22, near Thua Tien Vietnam while participating in the initial phase of Operation Hue City.

According to a Marine Corps account: "While moving into the beleaguered city Jan. 31, his unit ... came under intensive enemy fire. Serving as platoon commander, Sgt. Gonzalez skillfully maneuvered his platoon and cleared the area. Later, as the unit again came under heavy enemy fire, Sgt. Gonzalez ran through a fire-swept area to rescue a wounded Marine who was lying in an exposed position. He received fragmentation wounds during the rescue but was able to carry the Marine to a covered area.

"When the company was halted for the third time by heavy fire, he ignored his

wounds and led his platoon across exposed terrain to attack an enemy-reinforced machine gun bunker. Sgt. Gonzalez then moved across a fire-swept area and destroyed the enemy position with grenades.

"On Feb. 3, he was again wounded but steadfastly refused medical treatment and continued to supervise his men in engagements with the enemy. The following day, the enemy again pinned his company down, inflicting heavy casualties with automatic weapons and rocket fire.

"Sgt. Gonzalez ... fearlessly moved from position to position firing numerous rounds at the heavily fortified enemy emplacements. He successfully knocked out a rocket position and suppressed much of the enemy fire before falling mortally wounded."

For his extraordinary bravery in the face of overwhelming danger, Sgt. Gonzalez was awarded the Medal of Honor posthumously in 1969 by then-Vice President Spiro T. Agnew. When Gonzalez became one of 37 Hispanic soldiers, Sailors, Marines and airmen to have received the nation's highest award for valor, he also became part of a centuries-old tradition of superior military service by Hispanic men and women. That tradition dates back to the conquistadors of the 16th and 17th centu-

ries, who did much of the exploration and settlement of North and South America.

Today, that young Marine who died 27 years ago is being honored yet again — this time by having an *Arleigh Burke*-class destroyer named for him.

Former Navy Secretary H. Lawrence Garrett III, selected Gonzalez to be honored in 1991 during the commissioning of USS *Hue City*

(CG 66) when he promised Hue City veterans he would name a ship after one of their fallen comrades to recognize their contributions, sacrifices and bravery.

Gonzalez (DDG 66), under construction at Bath Iron Works in Bath, Maine, will be commissioned next summer. CDR Frederick D. Allard Jr. from Newville, Pa., is the ship's first commanding officer. ‡

Living up to a legend

Story and photo by JO1 Ron Schafer

Following in the footsteps of a local legend is quite a challenge for anyone. But for Personnelman Seaman Jesus Mendez of Edinburg, Texas, it's all a matter of pride.

Mendez was stationed aboard USS *Estocin* (FFG 15) when he volunteered to extend for an additional 36-month sea duty tour aboard *Gonzalez* (DDG 66), the sixteenth ship in the *Arleigh Burke*-class of Navy destroyers. Sgt. Alfredo "Freddy" Gonzalez, USMC, the ship's namesake was also an Edinburg native.

Gonzalez died in combat at Hue City, Vietnam at the age of 22 and was posthumously awarded the Medal of Honor for saving more than a dozen lives at the outset of the bloody Tet offensive in 1968. Wounded three times in as many days, he refused treatment and continued to lead his platoon and rescue Marines until he was killed by a North Vietnamese rocket.

"The thing that motivated me," explained Mendez, "is this special Hispanic service member. For me and my family and my spouse, it's a great honor to serve on a naval vessel being named after a Hispanic member. I told myself 'here's my chance to serve after somebody who served our country.'"

Mendez was familiar with Sgt. Gonzalez from the street and elementary school in Edinburg which bear his name, but only learned of his

heroic efforts when, as a high-school student, he attended a ceremony honoring Vietnam veterans. After talking with relatives who

knew members of Gonzalez' family, he made the decision to serve aboard the new destroyer.

Having participated in Operation *Restore Democracy* in Haiti while aboard USS *Estocin*, Mendez said he sometimes finds himself able to identify with his hometown hero.

"He did what he had to do to do his mission," said Mendez. "I just picture him in war and whenever there's action on the ship, I just put myself in his place, take the stress on, perform the mission and do my best.

"I have a proud feeling, not only for Sgt. Alfredo Gonzalez, but for myself and my hometown and my parents who got me to this point."

Gonzalez is currently scheduled to be commissioned in September 1996 and is tentatively homeported in Norfolk. ‡



Schafer is a Norfolk-based staff writer for All Hands.

THE NAVAL SEA CADET CORPS

GROWING LEADERS

STORY BY JO1 MARK K. HOLLIS

The Navy has deep roots — roots which extend our maritime traditions of courage, honor and commitment deep into the heartland of America and into the hearts and minds of America's youth. Right now, more than 5,000 13- to 17-year-old youth are actively learning Navy history, military courtesy and seamanship through the Navy League of the United States Naval Sea Cadet Corps (NSCC) program.

The Navy League founded the NSCC in 1962 at the request of the Secretary of Defense as a non-profit youth training organization with a mission to interest and train youth for future military service — particularly the Navy. Each year, hundreds of Sea Cadets become active-duty Sailors or enter a commissioning program.

Ronald R. Martin Jr., the Navy League's 1995 Sea Cadet of the Year, followed the commissioning program route and became a freshman at the U.S. Naval Academy this June. Martin spent more than four years as a sea cadet.

He worked his way up to chief petty officer in the NSCC by completing virtually the same courses and examinations as his active-duty enlisted counterparts. Martin is grateful to his volunteer adult officer instructors and the many active and

reserve Navy members who helped direct and hone his naval skills.

"The Sea Cadet program has given me invaluable hands-on training experience," Martin said. "Whether it was on Navy ships, working at the recruiter's office or attending SEABEE training at Port Hueneme, Calif., I was always challenged and encouraged to excel.

"Above all, the program prepared me for Annapolis by showing me what it means to serve. I understand what it means to wear the uniform, to stand watch and to salute the flag. The training I receive at Annapolis will complement the foundation I received as a Sea Cadet, to make me the best officer I can be."

As inspiring as Martin's story is, it's more the rule than the exception for capable and motivated sea cadets. Half of those who complete the four-year program enter active-duty service. Many, like CAPT James E. Dolle, who recently assumed command of the Navy Recruiting Orientation Unit in Pensacola, Fla., got their sea legs in the NSCC. "During the course of my 26 years of naval service, including five tours in command, I



U.S. Navy photo

▲ A Sea Cadet learns how to maintain an aircraft engine. Sea Cadets train alongside active and reserve Navy personnel and complete the same military courses as their enlisted Navy counterparts.

have served with countless shipmates whose first association with the Navy was through the Sea Cadet Program," Dolle said. "The skills, values and ideals of trust, loyalty, camaraderie and teamwork nurtured in the Sea Cadets are really lessons for life."

LCDR Henry E. Mooberry, NSCC, a World War II Navy Veteran and commanding officer of the Sea Cadet Dahlgren Division located in the Washington Navy Yard, Washington, D.C., has dedicated much of his life to instilling these values in the next generation. "I first became affiliated with the NSCC Dahlgren

Division in January 1976 when I visited my son's Sea Cadet division. To my total surprise, I walked out of a long evening meeting with an armful of uniforms and all my paperwork completed for a Sea Cadet officer commission as an ensign.

"We are providing youngsters with a chance to see and do things that most of their peers will never get," said Mooberry. They get to work alongside regular and reserve naval personnel and learn the importance of working together for a common purpose. They get to visit Navy and Coast Guard ships and stations, participate in many Navy-related ceremonies and functions and learn about the traditions of our Navy and nation.

"But in my mind, they are learning about responsibility and leadership while at the same time maturing toward adulthood and good citizenship," Mooberry added.

Good citizens are generally made, not born, but experienced Sea Cadet officers like LCDR Thomas O. Klomps, NSCC South Atlantic Regional Director, have found sea cadets to be an exceptionally good investment. "Sea Cadets are motivated youth with an interest in the military service," said Klomps. "They make the time

and incur the expense to be in the program. The cadets pay an annual fee and also pay for their meals, berthing and travel during their monthly weekend drills and annual two-week training periods. The cadets have made a commitment to the program and rely upon volunteers like myself and direct support from the sea services for training and administrative requirements."

Navy Recruiting Command (COMNAVCUITCOM) manages the NSCC program and coordinates support of the Sea Cadets. Navy commands can adopt Sea Cadet units to support recruiting and community relations objectives and Naval Reservists can earn retirement points through service to the NSCC.

"This is a good place to start," said CDR J. Javier Carrizales, commanding officer of Navy Recruiting District Albuquerque and a 1967 Sea Cadet alumnus. "The Navy can best benefit the Sea Cadets and itself by sponsoring Sea Cadet units and providing them with viable shore or sea-based training

◀ Sea Cadets learn the value of community service and good citizenship. Here, they bring food to Sister Clara (right, back-ground) at The Gingerbread House, a local safe haven for neglected children in Watertown, Wis.



U.S. Navy photo

▲ Sea Cadets present wreaths in honor of fallen comrades on Memorial Day. Sea Cadets study naval history, tradition and ceremony throughout the four-year program.

opportunities as often as possible," Carrizales said.

"I remember how much I enjoyed working alongside 'real' Navy personnel. Their enthusiasm and encouragement were tremendously helpful when I applied to the Naval Academy. We have some wonderful people who could be very influential as role models for the young Sea Cadets. We need our Sailors to motivate and direct these young people toward positive goals for their lives, whether in or out of the Navy."

For information on the Sea Cadet program, call CAPT Al Kreiser, NSCC executive director, at (703) 243-6910, or LCDR Robert Lawson, COMNAVCUITCOM's Youth Program's Manager at DSN 226-4889 or (703) 696-4889. ‡

Hollis is the editor of Navy Recruiter Magazine, Arlington, Va.



U.S. Navy photo

Getting out alive

Story and photos by
JO1 Kevin Stephens

TRAINING





This is the worst day of your life. Why? Your aircraft has crashed into the ocean, flipped upside down and now it's sinking. Your options are:

- (1) **drown.**
- (2) **panic** — see option (1).
- (3) **survive.**

Remember the water survival training you received before being designated a pilot, flight officer or air crewman?

It can save your life.

Initial water survival training for Navy, Marine and Coast Guard fliers takes place at the Naval Aerospace and Operational Medical Institute (NAMI) at Naval Air Station Pensacola, Fla.

"We teach what we call the [crash simulation] devices," said Engineman 1st Class (SW/DV) Ronald L. Hensley of Chicago. "The students here

Pilots, flight officers and aircrewmen must all overcome the challenge of the helo dunker, one of many training devices used by NAMI to teach water survival skills.



already have a proficient swimming background. We run them through all of the devices that simulate different scenarios that could happen to them while they're flying."

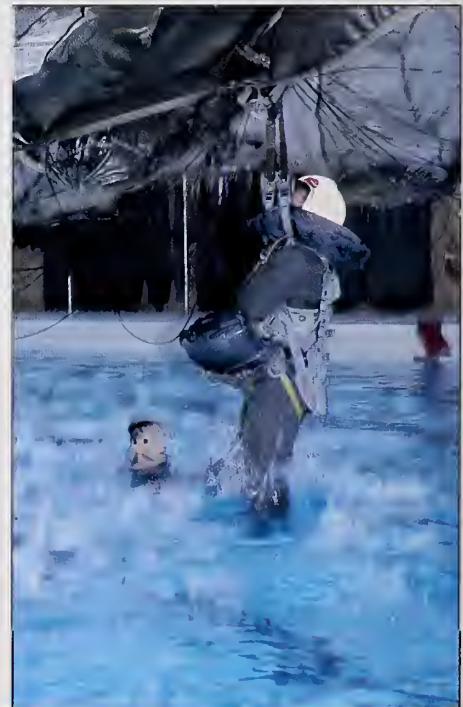
Many of the students are apprehensive about this portion of their training. "It's not uncommon to get some panicky people through this building because the training is new to them," said Hensley. "But with

▲ The Helicopter Emergency Egress Device or HEEDs bottle contains enough air to allow those in a crashed and sinking aircraft to escape, but only if they know how to use it. Coast Guard Ens. Andrea B. Cumberlatch of Miami practices in front of two safety observers.

► The tangled lines of a parachute can mean big trouble for an aviator who has ejected over water. Escape may depend on skills taught by the water survival instructors at NAMI.

the skilled instructors we have, people come here and see that it's really not that bad."

"Being strapped underwater and unable to get out in time was my biggest fear," said





◀ Underwater and strapped to their seats, future pilots, flight officers and aircrewmembers learn to survive a crash at sea by practicing escape techniques in a pool surrounded by safety observers.

▼ AA Kevin M. Brodeur of Palm Bay, Fla., a naval aircrewman candidate, gets flipped upside down while strapped into his seat. He must free himself and safely move away from the aircraft.



▲ While nozzles simulate a helicopter's rotor wash, a pilot practices being hoisted to safety.

aircrew candidate Airman Apprentice Kevin M. Brodeur of Palm Bay, Fla. "But you've got plenty of time. The equipment is safe. Just follow the procedures and everything will go your way."

The instructors stress that remembering the step-by-step

procedures and staying calm are the keys to surviving an aircraft mishap at sea.

"We don't have a lot of failures here. Most of the time it's just getting the students to be comfortable with what they're doing," said ENC(SW/DV) Richard A. Wrenn, an instructor originally from Havre, Mont.

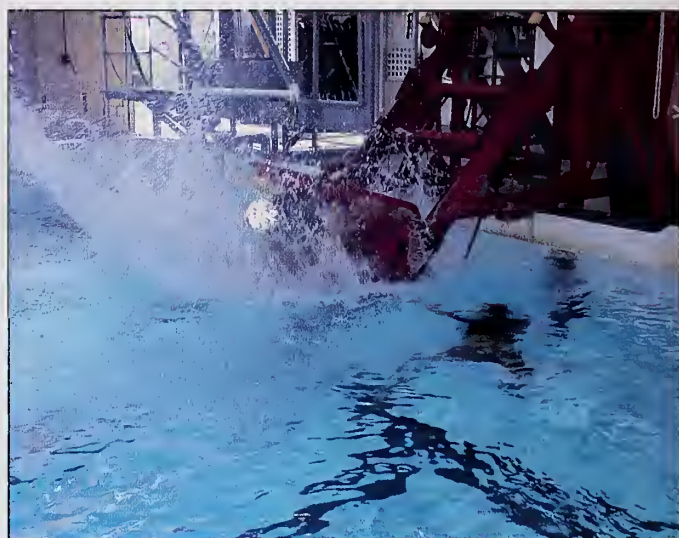
"If something happens, it's going to be dark. You're not going to be able to see. Your aircraft is going to be in a million pieces around you. You're going to need to fall back on this training to get yourself out and survive," said Wrenn.

The crash simulation devices give students a small taste of what an actual survival situation might be like. "I think it's very realistic," said Coast Guard Ens. Andrea B. Cumberbatch of Miami.

Behind it all, the instructors at NAMI have a very personal reason driving their special commitment to teaching these survival skills. "The majority of the instructors are Navy divers," said Hensley.

"We're the guys who come to get them if they don't successfully get out of a sinking helicopter. Most of us have seen the end result of that. We like to see their faces now and never again — unless it's above water."

Stephens is a photojournalist for All Hands.



▲ This crash simulator, featured in the film, "An Officer and a Gentleman," sends trainees roaring down a track toward a splashing crash in the pool. Once underwater, the now upside-down students must free themselves and swim safely to the surface.



PERFORMANCE REPORTS

The following are common questions and answers concerning new evaluation and fitness report counseling:

Q. What is the purpose of performance counseling under the new Fitness Report/Evaluation Report and Counseling Record system?

A. Performance counseling is a major focus of the Fitness and Evaluation System. Mid-term counseling enhances professional growth; encourages personal development; and improves communication; both personally and professionally, among all members of a command.

Q. How will my mid-term counseling be documented?

A. The new forms will document both counseling and your final fitrep/eval report. Copies of the separate forms will be used to document counseling and to submit the final report. For counseling, the forms are to be used as in-house worksheets. At a minimum, Blocks 1 and Blocks 29-32

should be completed at the time of counseling. Supervisors should discuss performance elements as they relate to the seven performance traits and subcategories on the form. At the end of the counseling session, your supervisor should complete blocks 30-32 and give you a copy of the worksheet.

Q. Who is responsible for performing the counseling?

A. For E-1 to E-6 personnel the counselor conducting the session

and who signs the worksheet will be the rater. Normally, this is the division, department or work center chief petty officer. For E-7 to O-6, the immediate supervisor or the reporting senior should do the counseling.

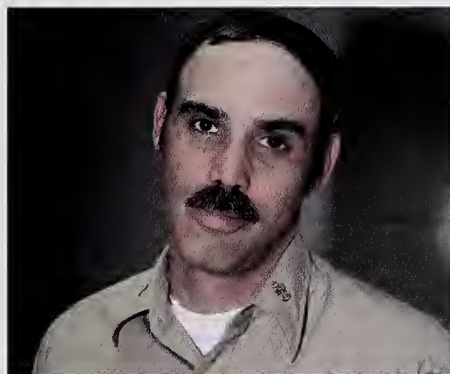
Q. How will my counseling records be maintained/filed?

A. Original signed counseling worksheets will be maintained in a counseling folder until you detach your command. Worksheets might be filed in a group folder and held by your supervisor.

Q. What should I expect during the counseling session?

A. There are five major objectives during a counseling session:

1. Your strengths and shortcomings will be identified.
2. Specific performance problems and ways to develop growth in these areas will be discussed.
3. A performance growth plan will be developed, if appropriate.
4. The goal here is for you to



MRC(SW) Eston L. Cox, Shore Intermediate Maintenance Activity (SIMA), NAB Little Creek, Va.

"It should have come out about 10 years ago. I believe it will make it much easier to keep everything honest the way it should be instead of having to inflate your troops so that they'll be competitive with another command."



LT Craig Stevens, Navy and Marine Corps Readiness Reserve Center, Norfolk, Va.

"I definitely think the change is welcome and is really moving in a progressive way to get the subjectivity out of the evals. I think grade inflation was a big problem in the past but it's a positive change. I think it's going to go over really well."

have a clear understanding of your strengths and weaknesses. You will be asked to acknowledge your performance during the review period.

5. What your supervisor expects of you before the next counseling session or evaluation report will be reviewed. Your supervisor will ensure you understand all expectations and will follow up and monitor your performance.

Q. What preparation is needed to conduct the counseling session?

A. You and your supervisor should ensure a productive session. Preparation for you is as follows:

1. Complete a personal self-appraisal, if you wish to do so, or if requested by the supervisor.
2. Gather information related to your performance for the period. It is important to include specific data on military activities and accomplishments and your community service.

EVALUATION REPORT & COUNSELING RECORD (E1 - E6)

1. Name (Last, First MI Suffix)				2. Rate		3. Warfare Quals		4. SSN				
5. ACT <input type="checkbox"/> AT/ADSW <input type="checkbox"/> TAR <input type="checkbox"/> INACT <input type="checkbox"/>		6. UIC		7. Ship/Station			8. Date of Rate		9. Date Reported			
Occasion for Report				Period of Report								
10. Periodic <input type="checkbox"/>		11. of Individual <input type="checkbox"/>		12. Frocking <input type="checkbox"/>		13. Special <input type="checkbox"/>		14. From:		15. To:		
16. Not Observed Report <input type="checkbox"/>		Type of Report		18. Concurrent <input type="checkbox"/>		19. <input type="checkbox"/>		20. Physical Readiness		21. Billet Subcategory (if any)		
17. Regular <input type="checkbox"/>												
22. Reporting Senior (Last, FI MI)			23. Grade		24. Desig		25. Title		26. UIC		27. SSN	
28. Command employment and command achievements.												
29. Primary/Collateral/Watchstanding duties. (Enter primary duty abbreviation in box.) 												
For Mid-term Counseling Use. (When completing EVAL, enter 30 and 31 from counseling record, sign 32.)				30. Date Counseled		31. Signature of Counselor			32. Signature of Individual Counseled			
PERFORMANCE TRAITS: 1.0 - Below standards/not progressing or UNSAT in any one standard; 2.0 - Does not yet meet all 3.0 standards; 3.0 - Meets all 3.0 standards; 4.0 - Exceeds most 3.0 standards; 5.0 - Meets overall criteria and most of the specific standards for 5.0. Standards are not all inclusive.												
PERFORMANCE TRAITS		1.0* Below Standards		2.0 Pro- gressing		3.0 Meets Standards		4.0 Above Standards		5.0* Greatly Exceeds Standards		
33. PROFESSIONAL KNOWLEDGE: Technical knowledge and practical application. NOB <input type="checkbox"/>		- Marginal knowledge of rating, specialty or job. - Unable to apply knowledge to solve routine problems. - Fails to meet advancement/PQS requirements.		- - -		- Strong working knowledge of rating, specialty and job. - Reliably applies knowledge to accomplish tasks. - Meets advancement/PQS requirements on time.		- - -		- Recognized expert, sought out by all for technical knowledge. - Uses knowledge to solve complex technical problems. - Meets advancement/PQS requirements early/with distinction.		
34. QUALITY OF WORK: Standard of work; value of end product. NOB <input type="checkbox"/>		- Needs excessive supervision. - Product frequently needs rework. - Wasteful of resources.		- - -		- Needs little supervision. - Produces quality work. Few errors and resulting rework. - Uses resources efficiently.		- - -		- Needs no supervision. - Always produces exceptional work. No rework required. - Maximizes resources.		
35. EQUAL OPPORTUNITY: Fairness, respect for human worth. NOB <input type="checkbox"/>		- Displays personal bias or engages in harassment. - Tolerates bias, unfairness or harassment in subordinates. - Lacks respect for EO objectives. - Interferes with order and discipline by disregarding rights of others.		- - - -		- Always treats others with fairness and respect. - Does not condone bias or harassment in or outside of workplace. - Supports Navy EO objectives. - Contributes to unit cohesiveness and morale.		- - - -		- Admired for fairness and human respect. - Ensures a climate of fairness and respect for human worth. - Pro-active EO leader, achieves concrete EO objectives. - Leader and model contributor to unit cohesiveness and morale.		
36. MILITARY BEARING/ CHARACTER: Appearance, conduct, physical fitness, adherence to Navy Core Values. NOB <input type="checkbox"/>		- Consistently unsatisfactory appearance. - Poor self-control; conduct resulting in disciplinary action. - Unable to meet one or more physical readiness standards. - Fails to live up to one or more Navy Core Values: HONOR, COMMITMENT, COURAGE.		- - - -		- Excellent personal appearance. - Excellent conduct, conscientiously complies with regulations. - Complies with physical readiness program, within all standards. - Always lives up to Navy Core Values: HONOR, COMMITMENT, COURAGE.		- - - -		- Exemplary personal appearance. - Model of conduct, on and off duty. - Excellent or outstanding PRT. A leader in physical readiness. - Exemplifies Navy Core Values: HONOR, COMMITMENT, COURAGE.		
37. PERSONAL JOB ACCOMPLISHMENT/ INITIATIVE: Responsibility, quantity of work. NOB <input type="checkbox"/>		- Needs prodding to attain qualification or finish job. - Prioritizes poorly. - Avoids responsibility.		- - -		- Productive and motivated. Completes tasks and qualifications fully and on time. - Plans/prioritizes effectively. - Reliable, dependable, willingly accepts responsibility.		- - -		- Energetic self-starter. Completes tasks or qualifications early, far better than expected. - Plans/prioritizes wisely and with exceptional foresight. - Seeks extra responsibility and takes on the hardest jobs.		

NAVPERS 1616/26 (6-95)

EVALUATION REPORT & COUNSELING RECORD (E1 - E6) (cont'd)

1. Name (Last, First MI Suffix)				2. Rate		3. Warfare Quals		4. SSN	
PERFORMANCE TRAITS		1.0* Below Standards		2.0 Pro- gressing	3.0 Meets Standards		4.0 Above Standards	5.0* Greatly Exceeds Standards	
38. TEAMWORK: Contributions to team building and team results. NOB <input type="checkbox"/>		- Creates conflict, unwilling to work with others, puts self above team. - Fails to understand team goals or teamwork techniques. - Does not take direction well.		- - -	- Reinforces others' efforts, meets commitments to team. - Understands goals, employs good teamwork techniques. - Accepts and offers team direction.		- - -	- Team builder, inspires cooperation and progress. - Focuses goals and techniques for teams. - The best at accepting and offering team direction.	
39. LEADERSHIP: (Optional for E1-E3) Organizing, motivating and developing others to accomplish goals. NOB <input type="checkbox"/>		- Fails to motivate, train or develop subordinates. - Fails to organize, creates problems for subordinates. - Does not set or achieve goals relevant to command mission. - Lacks ability to cope with or tolerate stress. - Inadequate communicator. - Tolerates hazards or unsafe practices. - Does not attend to welfare of subordinates.		- - - - - - -	- Effectively motivates, trains and develops subordinates. - Organizes successfully, solves problems as they occur. - Sets/achieves useful, realistic goals which support command mission. - Performs and leads effectively in stressful situations. - Clear, timely communicator. - Ensures safety of personnel and equipment. - Routinely considers subordinates' personal and professional welfare.		- - - - - - -	- Inspiring motivator and trainer, consistently builds winners. - Superb organizer, great foresight, gets ahead of problems. - Leadership achievements significantly further command mission. - Perseveres through the toughest challenges and inspires others. - Exceptional communicator. - Makes subordinates safety-conscious, has top safety record. - Constantly improves the personal and professional lives of others.	
40. Individual Trait Avg. Total of trait scores divided by number of graded traits. <input type="text"/>		41. I recommend this individual for (maximum of two): Assignment in Rating, Sea Special Programs, Shore Special Programs, Commissioning Programs, Special Warfare Programs, Rating Instructor Duty, Other. (Be specific.)				42. Signature of Rater (Typed Name & Rate): I have evaluated this member against the above performance standards and have forwarded written explanation of marks of 1.0 and 5.0. <div style="text-align: right;">Date:</div>			
43. COMMENTS ON PERFORMANCE. *All 5.0 and 1.0 marks must be specifically substantiated in comments. No numerical ranking permitted. Comments must be verifiable. Bold, underlined, italic, or other highlighted type is prohibited. Font must be 10 or 12 pitch (10 to 12 point) only. Use upper and lower case.									
44. QUALIFICATIONS/ACHIEVEMENTS - Education, awards, community involvement, etc., during this period.									
Promotion Recommendation		NOB	Significant Problems	Progressing	Promotable	Must Promote	Early Promote	47. Retention: Not Recommended <input type="checkbox"/> Recommended <input type="checkbox"/>	
45. INDIVIDUAL								48. Reporting Senior Address	
46. SUMMARY		<input checked="" type="checkbox"/>							
49. Signature of Senior Rater (Typed Name & Grade/Rate): I have reviewed the evaluation of this member against these performance standards and have provided written explanation to support marks of 1.0 and 5.0. <div style="text-align: right;">Date:</div>						50. Signature of Reporting Senior <div style="text-align: right;">Date:</div>			
51. Signature of Individual Evaluated. "I have seen this report, been apprised of my performance, and understand my right to submit a statement." I intend to submit a statement. <input type="checkbox"/> I do not intend to submit a statement. <input type="checkbox"/> <div style="text-align: right;">Date:</div>						52. Typed name, grade, command, UIC, and signature of Regular Reporting Senior on Concurrent Report <div style="text-align: right;">Date:</div>			

Q. When will I receive counseling?

A. At a minimum, members are to be counseled at the mid-term point of the evaluation period and at the time of receiving the evaluation report. A six-month introductory period, July through December 1995 is designed to give everyone a chance to use the new counseling system. During this period, if counseling is scheduled for a month in which you normally receive a periodic report, your report will be done under the old system. Next, you will be provided introductory counseling using the new forms. Use the following schedule is for required counseling until the new instruction is published (A=Active, R=Reserve, and T=TAR):

September 1995

O-5 (R)
O-4 (R/T)
O-2 (R/T)
O-1 (R/T)
CWO-2/3/4 (A/R/T)
E-7 to E-8 (A/R/T)
E-5 (A/R/T)

October 1995

O-4 (A)
O-3 (R/T)
E-9 (A/R/T)
E-1 to E-3 (A/R/T)

November 1995

O-2 (A)
O-1 (A)
E-6 (A/R/T)

December 1995

O-2 (R/T)
O-1 (R/T)
CWO-2 (A/R/T)
E-4 (A/R/T)

Note: Training commands should integrate counseling for students within their established academic counseling programs. Separate counseling can be used as needed.

The supervisor's counseling session checklist

It is important that supervisors develop interpersonal skills to help them communicate more effectively. Such skills include tact, experience in relating to various types of people, ability to listen, and genuine concern. Supervisors may want to consider using a checklist to ensure consistency throughout the counseling process. The following checklist may be helpful for conducting the counseling session. The list is not all inclusive and supervisors may modify it to meet their needs. Ask yourself these questions to see if you are providing systematic and objective counseling to all those individuals you counsel. After the counseling session, supervisors should consider evaluating their own performance to see if they achieved desired results.

Action	Pre-preparation	Completed
Identify the member's strengths and weaknesses.		
— Did member submit a self-appraisal?	_____	_____
— Were strengths identified?	_____	_____
— Did I discuss performance contributions to the command?	_____	_____
— Were shortcomings identified?	_____	_____
— Did I review all performance traits with member?		
Address specific performance problems, concentrating on how to improve in these areas, if appropriate.		
— Did I give specific details for each problem?	_____	_____
— Did I discuss the causes of the problems?	_____	_____
— Did I discuss the impact of the problems on the organization?	_____	_____
— What could have been done to prevent the problems?	_____	_____
— What suggestions does the member have to improve performance?	_____	_____
— What recommendations do I have to improve performance?	_____	_____
Present a performance growth plan, if appropriate.		
— Did I discuss what traits the member needs to work on for improvement?	_____	_____
— Were specific action steps/time-lines given to get member back on track?	_____	_____
— Did I review the plan and give a copy to the member?	_____	_____
— Did the member understand the assessment?	_____	_____
— Did I discuss further areas of improvement that the member did not understand/disagreed with?	_____	_____
— Did the member and I sign the counseling sheet?	_____	_____
— Does the member know what he/she must do after conclusion of the session?	_____	_____
— Do I have follow-up actions?	_____	_____
— When will my follow-up actions be completed?	_____	_____
— Does the member have follow-up actions?	_____	_____
— When will follow-up actions be completed?	_____	_____
— Have I reviewed the overall success/problems of the session and discussed with other supervisors, if needed?	_____	_____

TM3 Jesse T. Nalley of Schnectady, N.Y., stretches out during a dawn physical fitness session at Naval Aircrewman Candidate School at NAS Pensacola, Fla.



Learning to fly

Story and photos by JO1 Kevin Stephens



A typical day begins on the grinder at 6 a.m. with a complete physical readiness test (PRT), a mile swim and a heavy dose of calisthenics. Then it's time for a quick lunch followed by some classroom instruction. Next, it's outside for a run on an obstacle course and then back in the pool for more swimming. As the day winds down, maybe a cross-country run is thrown in for good measure.

It takes a lot of exercise to teach a Sailor to fly.

Naval Aircrewman Candidate School at Naval Air Station Pensacola, Fla., is the first hurdle for Sailors hoping to earn their living flying aboard Navy aircraft.

The school is the entry point in the pipeline for several enlisted aviation ratings that require Sailors to serve as crew members aboard Navy aircraft. Aircrew

▲ Naval aircrewman candidates begin a cross-country run, part of an intense physical training regimen. The Sailors and Marines will spend five weeks learning water and land survival skills, and more during the course. Upon graduation, most still have to complete "A" school training before heading to the fleet.

duties cover a variety of career fields in both tactical and non-tactical operations.

About two-thirds of the students come straight from boot camp. These graduates of aircrew school go on to "A" school for training in their specific rating before heading for the fleet.

Most assignments for aircrewmen are in the non-tactical arena. These range from serving aboard logistics aircraft, such as the C-2, to the photographer's mate who needs flight skills to shoot aerial battle group pictures safely.

Tactical aircrew duties include assignments as Aviation Systems Warfare Operators flying in submarine-stalking S-3 *Viking* jets and SH-60 and SH-3 helicopters.

The five-week aircrewman course is structured to instill discipline, build team spirit and motivate



▲ BMC(SW/DV) Rene P. Merced of San Juan, P.R., and ENCS(SW/DV) Richard A. Wrenn from Havre, Mont., demonstrate water survival techniques to a group of aircrew candidates.

► AA Jeffrey J. Dowling of St. James, N.Y., moves over the wall on the obstacle course at NAS Pensacola, Fla.



► Classes at Naval Aircrewman Candidate School are highly structured similar to boot camp companies.

students to meet the challenge of duty in the air.

"It's a whole lot harder than I expected," said Aviation Electronics Technician 3rd Class Ricardo L. Baez, from Norfolk. "The physical challenge is harder than I anticipated. [You've got to] be in shape before you get here. It's really intensive training and it doesn't slow down for you. So if you're not in shape, it's not going to wait for you to catch up."

Self-motivation is the trait common to all successful aircrewmen, according to Aviation Structural Mechanic (Hydraulics) 1st Class Keith V. Kinnamont, an instructor from Milpitas, Calif.

"We're looking for highly motivated individuals who want to do the job. Our most successful graduates are those who have the highest motivation," said Kinnamont.

Aircrew school instructors are prepared to go a long way for students who may have trouble meeting the standards but don't give up. "There are some who don't make the swims or the PT, but we'll put in extra time with them," said Kinnamont.

"Sometimes we do have our work cut out for us," said Aviation Structural Mechanic (Structures) 2nd Class Michelle M. Nols, an instructor from Jonesboro, Ga. "I feel like I'm making a difference for my students in helping them along and to achieve the goals that they have set for themselves."

The training, both physical and mental, forces aircrew candidates to confront and overcome their weaknesses. "It's kind of scary for me actually," said Cryptologic Technician (Interpretive) 3rd Class Doris E. Trogdon, originally from Pasadena, Md. "I get really nervous every day before we do an evolution, but I know it's good for me and it's going to help me, so I don't mind it."

"I feel like each day they push us to the point where we have to see how far we can go. We have to test ourselves and find our limits," she said.

Classes are highly structured, similar to boot camp, because so many of the students are still new to the Navy. The regimented atmosphere is designed to build unit cohesion and reinforce team building.

"Most of [the students] are just coming out of boot camp and they're completely clueless about the Navy way of doing things," said Nols. "They're pretty scared about meeting new people and coming together."

"They come here as individuals and gradually they become a team. That's the biggest thing, getting everyone to act as a team," she said.

It's not just the instructors who notice the transformation. "It's nice to see the group bonding," said recent graduate Aviation Electrician's Mate 3rd Class Amanda L. Nesbitt of Grand Rapids, Mich. "When we first 'classed up' everyone was an individual, but when we reached graduation it was all team spirit and unity."

Stephens is a photojournalist for All Hands.



▲ AN Christopher A. Moran of Kansas City, Kan., will spend most of his five weeks of training getting into the top physical shape required of naval aircrewmen.

▼ AN Andrew P. Lindow of Corona, Calif., and his classmates dress out in flight suits for water survival training.





High tech on the high seas

What will less than \$1 get you these days? A first-class stamp, a soda in some places, a cup of coffee in others; or a minute of phone conversation on one of the most sophisticated, worldwide satellite com-

munications networks. Soon, Sailors can talk to Mom, spouse or friend, from any ocean to any United States phone number thanks to a new Chief of Naval Operations-sponsored program called *Challenge Athena*.



Challenge Athena, a three-phase, innovative communication project just completing its second stage, uses high-tech, off-the-shelf components to bring a multitude of new telecommunication capabilities to Navy ships. Simply put, *Challenge Athena* is a complex setup of computer systems, satellite relays, and unprecedented cooperation between several military and private organizations.

The biggest payoff for Sailors is telephone calls home (to the United States) at a rate of only 50 cents per minute, no matter where the ship is under way.

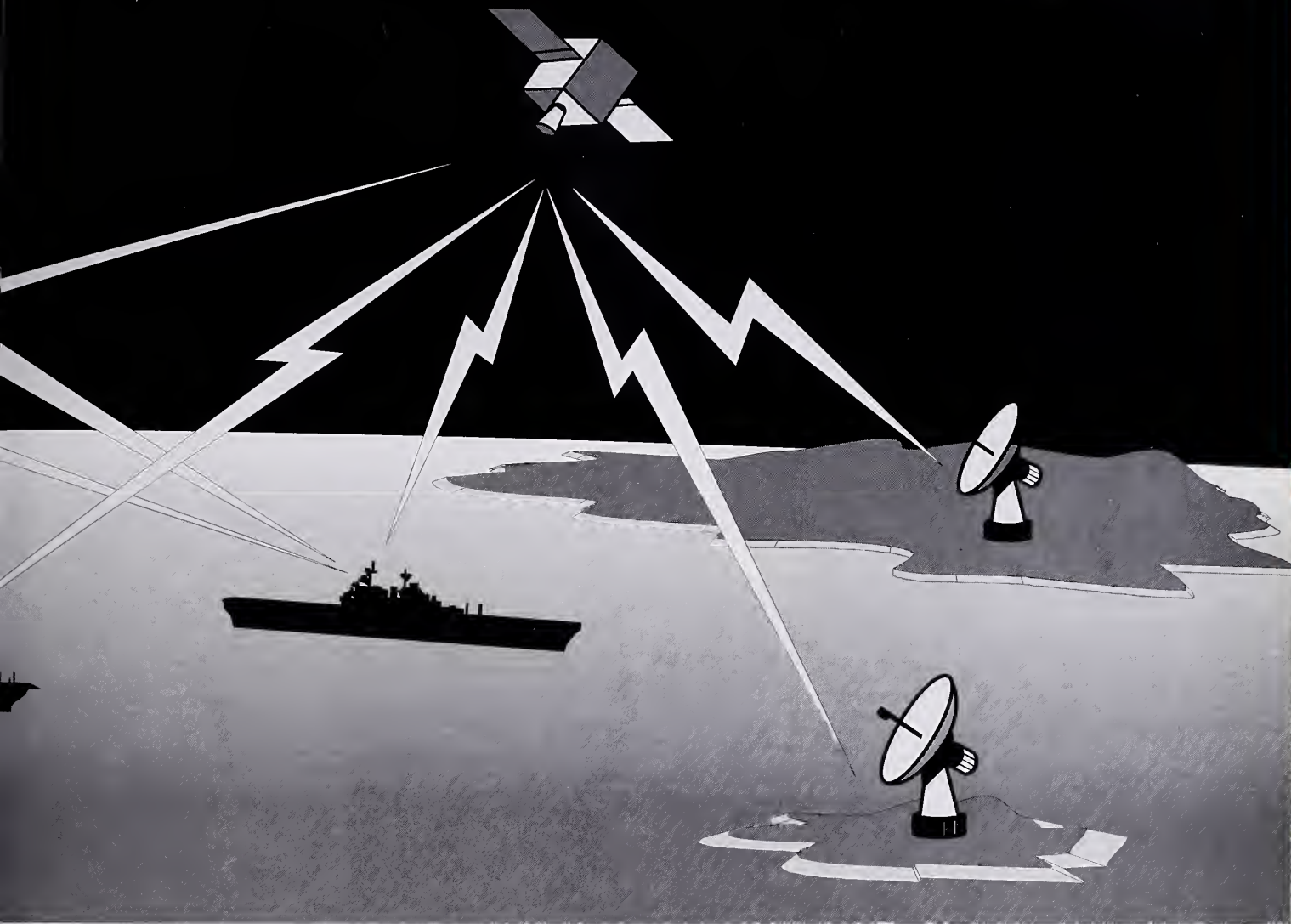
USS *George Washington* (CVN 73), was the first ship to have the system installed during its maiden deployment to the Mediterranean last year. Besides phone service, the system also provided the ship and crew with enhanced intel imagery; improved patient care through medical

imagery and telemedicine service between the ship's sick bay and Bethesda National Naval Medical Center; video teleconferencing service between the ship and various shore and afloat commanders which allowed operational commanders instantaneous voice and video links; and public affairs digital imagery transmission to help tell the Navy story to news media back home.

According to USS *George Washington*'s commanding officer, CAPT Robert Sprigg, the crew telephones were, "the most significant boost to morale in my 25 years of naval service." The ship's MWR division sold more than 28,000 crew member phone cards.

"I was able to call my wife when she was pregnant," said Aviation Boatswain's Mate (Fuels) 1st Class Stewart Ham. "I wanted to make sure she was OK. It's far better than having to wait a couple of weeks for a letter to arrive."

A young seaman said it helped his work go smoother. "It was my first time on an extended deployment," said Seaman Paul Pierce. "Long work days were easier having the phone system in place. Some nights at the



end of my watch I'd head to the phones and make my calls. No matter how far away I was from family and friends, they were close."

ENS Todd Pitts had nothing but praise for the system. "The immediacy of systems such as *Challenge Athena* should be a standard on every deployed Navy vessel. The peace of mind you get from contacting loved ones, family and friends, is immeasurable. When I was arranging to move my wife up to the Norfolk area, I communicated with her on a regular basis and she gave me updates on the status of the move."

A quick peek at the architecture of the project shows that it is on the fringe of the "final frontier." *Challenge Athena* is based on satellite relays, a 2.4-meter shipboard dish antenna, and an extremely high data transfer rate of 1,544,000 bits per second (bps). By comparison, the modem in most desktop computers operates anywhere between 9,600 to 28,000 bps. Electronic files that used to take six hours to send, now take about four minutes.

"During exercises or wars, one of the things that

happens is the traffic gets backed up," said VADM Walter J. Davis Jr., director of space and electronic warfare. "Everybody is talking to everybody else. So when we hit on this, we expect to be able to get the information as fast as we want without any backlogs."

The ultimate goal of the project is to provide high data rate telecommunications to all Navy ships. The first step is to provide high data rate service to all Joint Task Force Command-capable ships such as CVs, CVNs, LHDs, LCCs, LPHs and LPDs prior to deployment. A concurrent effort is under way to extend high data rate connectivity to other battle group ships — CGs, DDGs, FFGs and other support ships via a battle group hub and spoke network with existing antenna technology.

Phases one and two of *Challenge Athena* were completed on board USS *George Washington* (CVN 73). Phase three, which begins in the spring of 1996, will involve USS *Carl Vinson* (CVN 70), USS *Blue Ridge* (LCC 19) and USS *Belleau Wood* (LHA 3).

Digital Satellite System TV – What's it all about?

Story by Doug Smith

They tantalize the viewer with visions of unlimited television programming with perfect picture and sound. You can view anything you want, whenever you want – for just a small up-front equipment charge and a nominal monthly fee. They all but scream the words, “You can have total control!”

The commercials for the digital satellite system (DSS) portray it as an oasis on the desert of home entertainment. An 18-inch satellite dish and a little black box are all you need to move your home entertainment system into the 21st century. True, there are many strong points to the small-dish

satellite receiver systems, but it is also prudent to understand the limitations before making a purchase.

First, a little background is in order. DSS and DBS (direct broadcast satellite) are nearly synonymous terms for stationary, small-satellite dish systems. In the late 1980s a consortium of companies banded together to launch a constellation of satellites capable of covering the United States with a digital signal. The signal was of such high power that 18-inch dishes on Earth received it clearly. Two programming companies in



the consortium, DirecTV and USSB, assembled their channel lineups and prepared for the late-1994 introduction of DSS for the home.

Both companies carved their programming niche, with USSB concentrating on providing movie channels and DirecTV emphasizing traditional cable channels. With the first two satellites (DBS1 and DBS2) in orbit and functioning, the programmers began their advertising blitz touting the availability of

150 channels.

The service includes 150 channels, but that does not necessarily mean you will receive 150 channels of 24-hour entertainment. Currently, DirecTV offers 38 basic channels (including CNN, Headline News, ESPN and Discovery), 28 audio-only music channels, eight “a la carte” individual subscription channels and up to 50 pay-per-view slots.

USSB offers seven basic channels (including MTV, VH1 and Comedy

TECHNOLOGY

Central), five channels from HBO, three from Showtime, three from Cinemax and two each from The Movie Channel and FLIX. Both USSB and DirecTV offer various packages that include varying numbers and combinations of channels.

If you want your MTV (on USSB), but just cannot live without hearing James Earl Jones intone, "This ... is CNN" on DirecTV, you will have to subscribe to the basic packages of both USSB and DirecTV. This will cost you about \$38 per month. If you want the best package from both programmers, getting all the movies and channels, you can expect to pay about \$65 per month.

Then there are your a la carte choices, channels like Starz! and the Golf Channel, which start at \$5.00 per month. Pay-per-view events are typically one-time-only programs such as boxing matches or special movies. The cost for those programs varies greatly. Finally, sports fans can purchase packages of games in their favorite sports at costs ranging from \$60 to \$140 per sport.

One of the limitations of DSS is local broadcast stations – the ABC, CBS, NBC and FOX stations in your town. These are not available through DSS in urban areas. If you want them, you will either have to subscribe to a local cable service,

hook up an outside antenna or dust off the old rabbit ears. People living where broadcast stations cannot be received on an antenna can subscribe to a package containing one of each network's stations on DSS for an additional \$4 per month. FCC rules state that you cannot receive that service if you can view broadcast stations over an antenna. Most Navy facilities are in areas

display. To receive the DSS service on two TVs, you must purchase a deluxe receiver kit for \$900 and an additional basic receiver for \$650. After you purchase your hardware, you may either set it up with a required \$70 install-it-yourself kit, or pay about \$200 for professional installation.

The bottom line is that although DSS offers superior quality and great channel selection, it comes at a price, and with some limitations. A current competitor to DirecTV and USSB is PrimeStar, a satellite service offering about 60 video and audio channels without the requirement to purchase a dish and receiver. EchoStar and AlphaStar, two services beginning operation later this year, are similar to



with viewable broadcast stations.

Any way you slice it, the high quality of DSS will cost you money. Before making the move to DSS, it will benefit you to consider the other costs of doing so. The picture and sound quality delivered by the DSS digital signal is certainly superior to that of cable TV. However, the clarity and luster of that signal will only look as good as the TV on which it is viewed.

The initial cost of a basic DSS hardware kit for one TV is about \$700. That kit includes the small antenna, the receiver and the little black box that changes digital signal into a picture your TV can

DirecTV and USSB.

The DirecTV commercials featuring Joe Regalbuto (from Murphy Brown) do a great job of describing what you get with DSS equipment and programming subscriptions. However, it's in your best interest to balance your needs and wants with the hardware and services available. If you're armed with an understanding of possibilities and limitations of DSS, you will have total control.

Smith is the cable and satellite TV policy manager at Naval Media Center, Washington, D.C.

The Videos



Welcome Aboard

Story by JO2 (AW) Alida E. Toler

If you have ever been curious about your next duty station you might be glad to know you can now tour your new base even before you know who your sponsor is!

Local Family Service Centers provide "Welcome Aboard Videos" through the Relocation Assistance Program. These videos offer a firsthand look at what lies ahead for you and your family.

"Welcome Aboard" videos are not just travel logs highlighting the tourist spots for the new location.

The videos address important aspects of a Permanent Change of Station move such as:

- *exchange rates;
- *how to get to the base;
- *where to check in once you've arrived;
- *what to expect on your first day;
- *Temporary Housing Allowance (TLA) requirements;
- *employment options for spouses;
- *suggestions for powers of attorney and other pre-transfer advice.

Also, the videos give guided tours of local schools and child care centers, as well as offering advice on medical and dental procedures to take care of prior to your arrival. There are visual tours of commissaries, exchanges, clubs, restaurants and public transportation. Requirements for shipping pets and vehicles are also provided.

"Welcome Aboard" videos answer questions about local customs, traditions, festivals, history and culture, as well as social and recreational options and MWR (Morale, Welfare and Recreation) programs.

The video "Welcome Aboard" program is sponsored by BUPERS (Bureau of Naval Personnel). The Television Production Division of the Naval Media Center, Washington, D.C. already has produced videos of Hawaii; Atsugi, Sasebo and Yokosuka, Japan. Videos for La Maddalena, Sigonella, Naples and Gaeta, Italy; London; Guam; and Rota, Spain are in production. Plans are to produce 85 videos to cover most locations. Sailors may be assigned.

"It's a great idea – it shows sailors visually what the area is really like," said Mary Luber, one of the producers at Naval Media Center. "Anybody can deal with different surroundings as long as he or she is prepared for it. Take, for example, Japan. People arrive at the airport and see Japanese writing. They tend to panic if they haven't experienced it before. Sailors and their families actually see what to do and where to go before they arrive. That makes it easier on everyone," she said.

One customer at the Naval Station Anacostia FSC in Washington, D.C.

thinks her move is going to be much easier, thanks to the Welcome Aboard video tapes. Cecilia Franklin is packing out to join her husband, LT Derik Franklin of USS *Germantown*

(LSD 41), in Sasebo, Japan.

"(The tape) gave an overview of what Sasebo is like and what you have to go through," Franklin said. "Every person will get something out of the video."

One thing the Franklins learned helped them make an important decision about their family pets – because there is limited support for animals, the families' cats are staying stateside.

Except for that, Franklin's daughter, Leslie, looks forward to the move. "It looks real pretty," she said of Sasebo. "I like the activities that you can do in school."

The idea for the videos came to BUPERS from a Sailor through the Beneficial Suggestion Program, according to Shontelle Rivers, National Program Manager for the Navy's Relocation Program at BUPERS. Rivers says BUPERS took up the suggestion for the videos to help transferring sailors and their families and cut down on the need for early returns or hardship transfers.

For all the assistance you'll need for a smooth transition, visit your nearest Family Service Center. Oh, by the way, welcome aboard! ‡

Toler is a staff writer at All Hands.



▲ Production crews from Naval Media Center are working with the Bureau of Naval Personnel to produce video tape tours on over 85 locations worldwide such as this overview of Guam.

◀ Viewing a Welcome Aboard video at Naval Station Anacostia gives Cecilia and Lesile Franklin a first hand look at their new duty station, Sasebo, Japan. The videos provide information on a wide range of topics such as schools, transportation, housing, medical facilities, and spousal employment.

NORFOLK STUDENTS ATTEND CLASS ABOARD STARBASE ATLANTIS

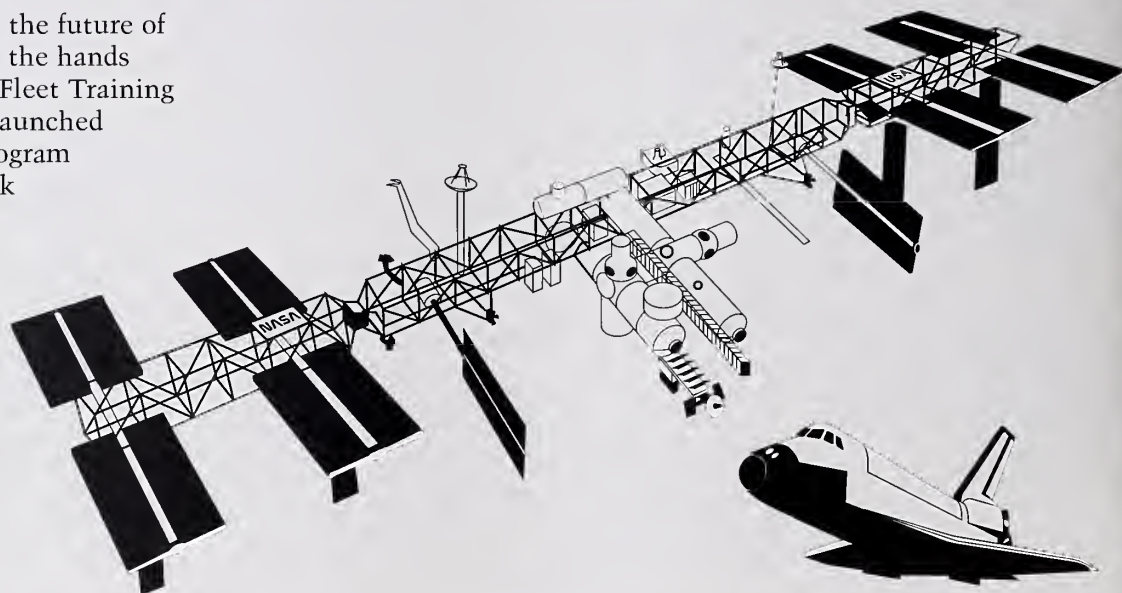
Story and photos by JO1 Ron Schafer

Recognizing that the future of America lies in the hands of its children, Fleet Training Center, Atlantic, has launched Starbase Atlantis, a program which provides Norfolk area students the opportunity to experience real-world applications of math and science. Using hands-on exercises and experiments, the program also helps students develop self-esteem and motivates them to set challenging but reachable goals.

Based on Starbase, an Air National Guard program created in 1989, Starbase Atlantis was founded by former Chief of Naval Education and Training retired VADM Robert Kihune who began the Navy's initial version of the program last fall in Pensacola, Fla.

"It's [designed] to add value to our community by trying to get kids interested in math and science," explained Fire Controlman 1st Class (SW) Timothy Nichols, Special Projects Officer at FTC. "We have this concept called D+A=R — Dreams + Action = Reality. If they have a dream and they apply themselves, that can become their reality. They can be anything. They can be the astronauts of tomorrow. They can be lawyers, doctors, whatever."

Fifth-graders spend five full school



days during a five-week period in classes conducted at FTC. During the classes, students cover material including basic astronomy, rocketry, the physics of flight and aircraft components and instrumentation. Also included are activities at the Airborne Mine Countermeasures Weapon Systems Training School, Submarine Training Facility, Amphibious Craft Unit 4, the Naval Meteorology and Oceanography Center and the NASA Langley Research Center.

According to Nichols, combining the classroom lessons with the hands-on tours of base facilities gives students a realistic demonstration of the math and science used daily in the fleet.

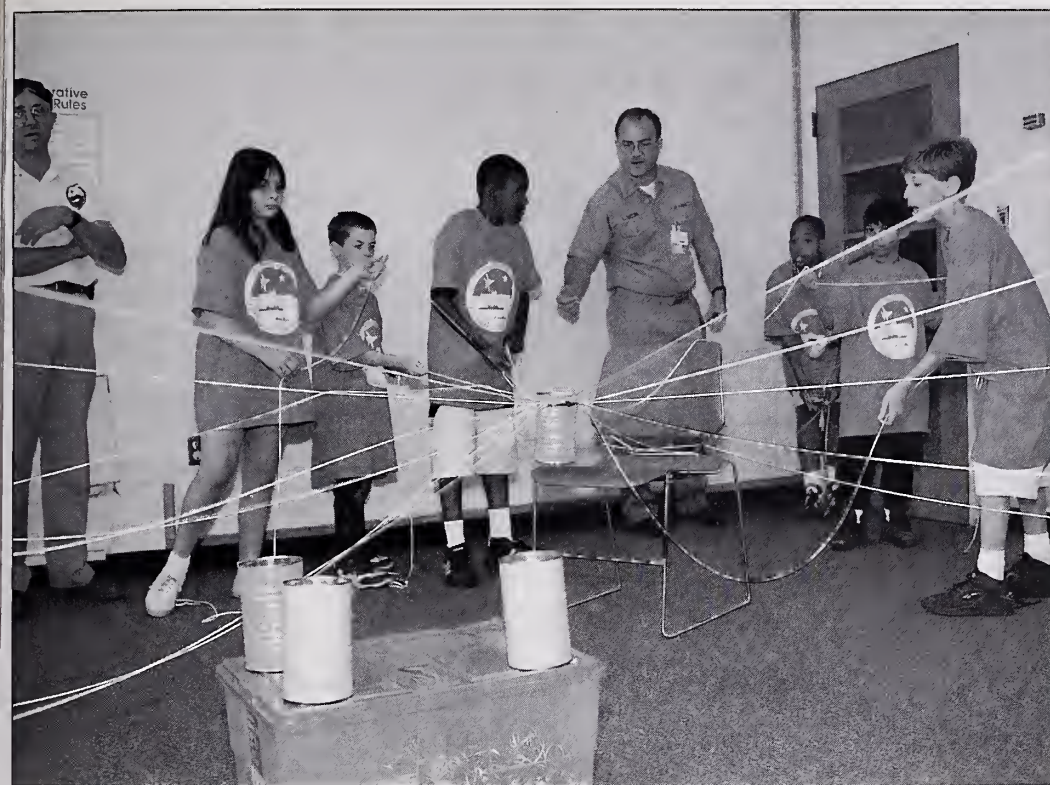
"To make a submarine move through the water, you use those four forces of flight," said Nichols, a Muskegon, Mich., native. "To get the landing craft on or off the beach, you use the four forces of flight. To get a helicopter or airplane in the air, you use the four forces of flight. That's just one example of how they can apply what they learn in the classroom, by going through the simulators."

Approximately 90 students were enrolled in Norfolk's inaugural class with plans to send more than 1,000 students through the program in the first year. Additionally, plans are in the making to expand the program to other Navy sites in the Southeast and, eventually, throughout the country.

One of the reasons for the program's immediate success is the assistance provided by active-duty

$$D_1 + A^2 = R_3$$

$$\text{DREAMS}_1 + \text{ACTIONS}^2 = \text{REALITY}_3$$



◀ Participating in a nuclear reactor containment field exercise builds teamwork skills at Starbase Atlantis.

▼ Starbase Atlantis students at Fleet Training Center, Atlantic, secure and cushion eggs that will be used for Eggbert, an exercise designed to test and demonstrate the properties of inertia.

Sailors. Acting as mentors, Sailors assist with instruction and serve as positive role models for the students. This interaction is positive reinforcement for the students and for the Sailors.

"It's gratifying to give something back to the community," said LT Stan Kapp, community services officer at FTC. "We want to generate a cadre of volunteers who are experienced with the program and who can add value to the program by assisting the children with instruction. Sailors make learning more exciting by relating events from their own personal experiences in the Navy — how math and science have affected their careers.

"It's a good feeling just to be able to be a positive role model for many of these kids," he said. "In a time when there is so much negativity, it feels good to give something back to the local community. These fifth-graders are our future. One day they'll be in the Navy and it's important to show them the importance of education at an early age." †

***"If they have a dream and ...
apply themselves, that can
become their reality. They can
be anything."***

– FC1(SW) Timothy Nichols



Schafer is a Norfolk-based staff writer for All Hands.

Early detection = protection

Story by Teal Ferguson and JO3 Roy DeCoster

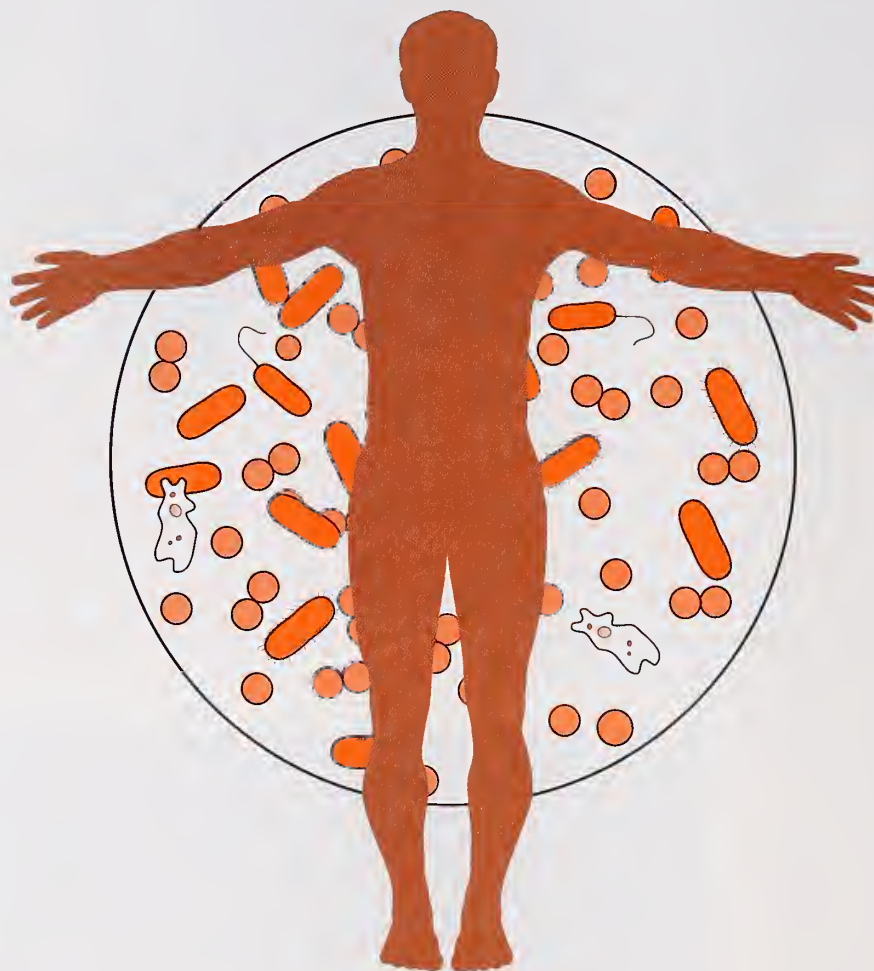
Cancer. Whether you hear it, speak it, or read it, the feeling is the same — apprehension.

An estimated 1.2 million people were diagnosed with cancer in the United States in 1994, and 538,000 will die from it, according to Dr. Chris Takimoto, senior clinical investigator at the National Cancer Institute's (NCI) National Naval Medical Center (NNMC), Bethesda, Md., detachment. Perhaps

even more tragic is the fact that up to 35 percent of these deaths could have been prevented by proper screening.

What exactly is cancer? "Cancer" is the name given to more than 100 different diseases. Al-

though each type is different from the others, all forms of cancer are diseases of the body's cells.



According to the NCI, healthy cells that make up the body's tissues grow, divide and replace themselves in an orderly way. This process keeps the body in good repair. Sometimes, however, some cells lose the ability to limit and

direct their growth. They grow too rapidly and without order. Too much tissue is produced and

tumors are formed. These tumors are either benign or malignant.

Benign tumors are not cancerous. They do not spread to other parts of the body and are seldom a threat to life. Benign tumors can often be removed by surgery and they are not likely to return.

Malignant tumors are cancer-

ous. They can invade and destroy nearby healthy tissues and organs. Also, cancer cells can spread, or metastasize to other parts of the body and form new tumors.

"Cancer of the lung, prostate gland and colon or rectum are the

Cancer screening is top priority ... for life

When your day is already chock full of things to do, how can you pack yet another item into the schedule? You know you have to have that mole checked or get a pap smear, mammo-gram or prostate screening. And you know you should do it now. You'll get around to it — some- time — but there are so many things that have to be done right now. And besides you feel just fine.

With all the things you must do, the people depending upon you to do them would be left high and dry if you became seriously ill. Screenings are the best way to prevent cancer because they represent the primary method of identifying cancer in the early, treatable stages. The most common forms of cancer — breast, prostate, colo-rectal and skin — seldom have symptoms or pain associated with them until the disease is well advanced. By that time it has spread (metastasized) making treatment more complex and survival less likely.

Besides detecting cancer, screening can identify other, less serious medical problems, as well as conditions that bear watching such as benign breast lumps, precancerous skin changes or polyps in the colon.

So pull out your calendar and make an appointment for your cancer screening. Then make a commitment to keep the ap- pointment to ensure you will be around to do all the important things people depend on you to do. ‡

Courtesy of the American Cancer Society.

most common forms found in men, accounting for approximately 60 percent of all male deaths from cancer," said Takimoto. "Skin and testicular cancer also attack men frequently," he added.

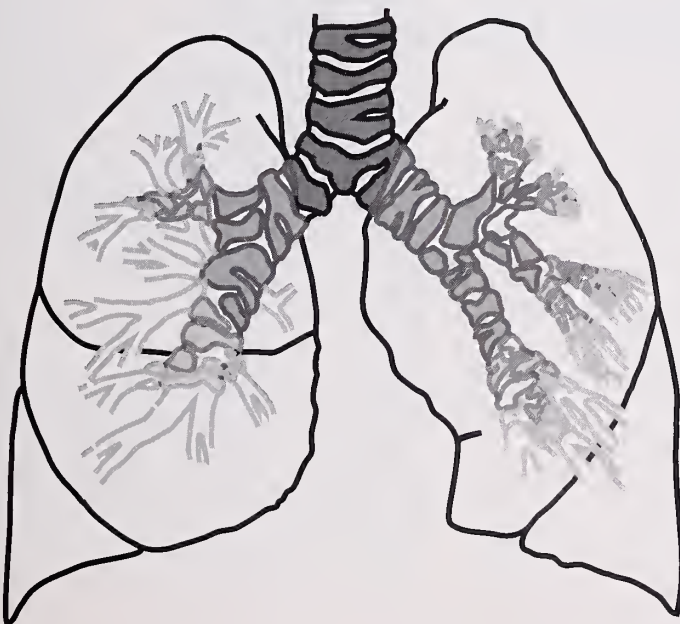
On the other hand, the most common cancer found in women is breast cancer. The second most common in women is lung cancer, and colo-rectal is third.

NNMC oncologist CDR Don Bridges said, "There are a lot of ads on TV about breast cancer, but the scary thing is that more women are going to die this year from lung cancer than from breast cancer [because many forms of breast

cancer are treatable]. Smoking is the big issue. Lung cancer in women has increased four-fold in the past 30 years. There are 72,000 cases diagnosed each year, and this is preventable.

"We can't say yet how to prevent breast cancer, but the trick is to keep an eye on yourself and be aware of the risks and symptoms of cancer. Get the recommended screening so that if you do develop cancer, you can catch it early and increase your chances of surviv- ing." ‡

Ferguson and DeCoster are staff writers at the Journal, NNMC, Bethesda, Md.



Skin Cancer: It can be avoided

Story by Teal Ferguson

According to a brochure distributed by the National Cancer Institute (NCI), skin cancer is the most common type of cancer in the United States. If current estimates are true, close to half of all Americans who live to age 65 will develop skin cancer at least once. Although most skin cancers can be cured, melanoma, a serious form of skin cancer, kills more than 4,000 men each year.

See a doctor if a birthmark, mole or other spot on your skin starts to change color, size or shape.

"The only recommendation that can be made to everybody is avoid excess sun exposure and use sun block," said Dr. Chris Takimoto, senior clinical investigator at National Naval Medical Center's detachment NCI. "Your risk of contracting melanoma is related to the amount of the ultraviolet radiation in sunlight to which you are exposed.

"It is fair-skinned people who are really at

risk," said Takimoto. The NCI brochure notes, "often those with red or blonde hair and blue or light colored eyes face the most risk."

"People with more pigment in their skin usually have a decreased risk of developing melanoma from sun exposure," Takimoto said.

Avoiding overexposure to the sun will help fend off melanoma, but it may be difficult to remember all the individual things that will help protect against cancer, especially when you're talking about 100 different diseases. "Everything gives you cancer," some people say, "so why worry about it?"

You should know the risks and symptoms associated with cancer. Your physician can answer any question you may have about cancer and arrange any tests you may need. Get checked on a regular basis. Protect yourself. ‡

Ferguson is a staff writer at the Journal.

The ABCs of skin cancer

Self-examination can lead to early detection and treatment of cancer. Detecting skin cancer can be as simple as ABC.

Get in the habit of doing self-exams monthly. Examine your skin with a full-length mirror in a well lit room, using a hand mirror to check your back and other hard to see areas.

The ABC's are:

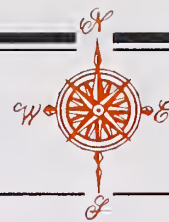
A – Asymmetry. A mole with one one half that does not match the other half.

B – Border. The border of the mole is irregular or ragged, not smooth.

C – Color. The pigmentation is not uniform. There are shades of dark brown, black, or red in the mole.

D – Diameter. A mole is larger than six millimeters (a little larger than a pencil eraser).

Courtesy of U.S. Naval Hospital, Yokosuka, Japan.



GW Sailor recalls family's proud Hispanic heritage

He works on what some call "a floating city" — the USS *George Washington* (CVN 73). Surrounded by the sights and sounds of supersonic jet planes and the latest high-tech weaponry on the planet, it's a totally different world than what his grandfather knew.

ENFN Michael Valdez came from a Spanish-speaking household in Losoya, Texas, a tiny town 20 miles south of San Antonio. His heritage was of the migrant workers — typical of many Hispanics close to the Mexican border.

"When my grandparents were young they crossed the border into Texas each spring," said Valdez. "They would work in the fields

through the summer, picking strawberries, okra, pecans and peaches."

"My paternal grandfather earned enough money in five years to cross the border, and stay for good. He bought 15 acres of land and raised cattle — and okra."

Okra, a staple in cajun cook pots, found buyers in Louisiana. Any other goods produced on the fertile soil wouldn't command as much of a price because of saturation of the market. For Jose Valdez, okra remained the money draw.

And so life was hard living on a small tract of land, but it was his land. Cattle were sold off for extra income to support seven children, including Santiago, Michael Valdez' father.

"My father was born during the Depression," said Valdez, "and grew up during World War II. At 17 he was drafted and went to Korea for two tours of duty — once with the infantry, and then with supply, unloading fuel and cargo."

His mother, Maria Louise, worked at a bakery to help support and raise their two sons.

When Santiago got back home with his high school diploma and a technical trade learned in the Army, he worked for the San Antonio parks and recreation centers. He repaired

ENFN Michael Valdez works on USS *George Washington*'s starboard motor whale boat engine, his station in the event of Man Overboard.

and installed water fountains; sinks and commodes; and performed maintenance on the sprinkler systems for golf courses dotting the Texas countryside. Many of Michael's early memories are working with his father and tending the land of his grandfather.

Maria Louise moved on from work at the bakery to a department store. Then, she became a bank teller, and got the position she holds today, as a mortgage company manager.

"My Mom and Dad are a big inspiration, and influence the decisions I make today," said Valdez. "We (their children) had it so easy — they had it so hard and never quit on each other or on us."

Valdez, after only two years in the Navy, realizes where he came from, knows where he's going and is aware of the opportunities available in the Navy. He works in the Boat Shop, maintaining motor whale boat engines and the Captain's gig. Married for two years, and with his son Junior, Valdez wants to follow in his parent's and grandparent's footsteps.

"I want to raise my children with the traditions and sensibilities my parents used in raising me and my brothers and sister."

Valdez and many other Hispanics aboard *George Washington* are proud of their roots, as Sailors; proud of their Navy; and as Americans, proud of the bond linking them to the past, the present, and their future. ‡

Story by SN Curt Melzer assigned to USS *George Washington* (CVN 73).



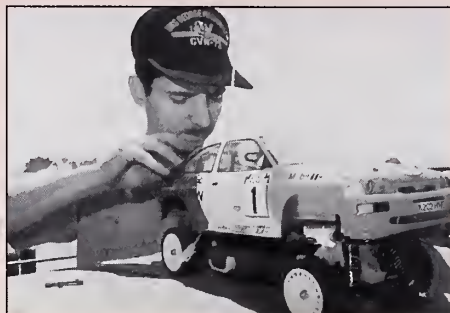
Bearings

Miniature race car has Sailor all revved up

Spinning slightly out of control, Aviation Machinist's Mate 2nd Class Sean Moss' remote-controlled 1993 European Ford Escort Rally Sport Cosworth careens past a group of neighborhood children. Excited, they move toward the speeding car, which suddenly turns and heads back toward the group.

Just before the two sides meet, Moss brings his car to a screeching halt. He spins it in a dizzying series of donut maneuvers and speeds off, leaving the children wide-eyed.

"I fell in love with this watching European rally races in Italy," Moss said, recalling his tour at Naval Air Station Sigonella, Italy, before coming to *USS George Washington*



AD2 Sean Moss removes the body of his remote-controlled European Ford Escort Rally Sport Cosworth. Moss keeps it in top form with weekly maintenance.

(CVN 73). "I grew up driving a Ford pickup and I've always loved the Fords. I just wish that my Escort was life-size."

From the front fender to its rear license plate, the custom-painted

red, white and blue body measures 17 inches.

"During the season, I race about once a week," he said. "Usually the races take place in a parking lot."

"This is the cheapest way to get into car racing," Moss said. "You can buy a stock car off the shelf and race it for about \$250 ... whereas it would cost you about \$100,000 to buy a NASCAR vehicle."

"You don't need to a special license to drive it," he said. The children in the neighborhood know that already. ‡

Story by JO2 Thomas Gelsanliter, photo by PH3 Todd Summerlin, both assigned to USS George Washington (CVN 73)

Chief AK volunteers at annual veterans fair

From volunteering her help with the Special Olympics to escorting disabled military veterans to a fair, Chief Aviation Storekeeper (AW) Wanda Keenan believes community service is important.

"Being a chief petty officer, I take on the responsibility of being a role model," said Keenan, stationed at Naval Air Force, Atlantic Fleet, Norfolk. "I've shown people that by hard work and dedication they can excel and achieve their goals."

Recently, Keenan and other chiefs from her command volunteered to support veterans for the 47th Annual Patient Country Fair at the Department of Veteran's Affairs Medical Center in Hampton, Va.

Each year, military installations provide escorts for many of the hospital's patients.

"I really didn't know what to

expect, because I'd never been to a veteran's event before," explained Keenan. "I would volunteer again."

More than 500 patients participated in the fair. The volunteers escorted veterans to and assisted them in participating in activity booths. The booths, which included the basketball toss, ring toss and roulette, were geared to provide fun and therapeutic recreation.

"The veterans really enjoyed the fresh air. You could see their response to the outdoors. Their faces just lit up," said Keenan.

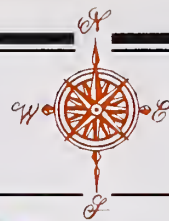
The 33-year old believes no matter what type of program you involve yourself in, volunteering is a no-lose situation.

"There is a lot of satisfaction," said Keenan. "I'm committed to providing assistance any way I can. Who knows, someday I may find myself in a situation where I need someone to help me." ‡



AKC(AW) Wanda Keenan volunteers to help military veterans at the 47th annual Patient Country Fair at the department of Veteran's Affairs Medical Center in Hampton, Va.

Story by Henry W. Rice, photo by Alexander Hicks, both assigned to Navy Public Affairs Center, Norfolk, Va.



Air Expo '95 flies high at NAS South Weymouth, Mass.

The towns of Weymouth, Rockland, Hingham and Abington, Mass., all intersect with Naval Air Station, South Weymouth. The community is used to hearing the sounds of propellers from P-3 *Orion* and C-130T *Hercules* aircraft flying overhead.

But when the sound of an F/A-18 *Hornet* mixed with the propeller of the old A-75 *Stearman* biplane, they knew something was unusual.

Air Expo '95 combined the jets of today with aircraft of yesterday as the air station commemorated the 50th anniversary of the end of World War II with the air show entitled, "Wings of Honor."

During the two days, approximately 80,000 people fought rain and overcast skies to see feats of aerobatics by veteran stunt pilots



A young spectator gets a first-hand look inside the cockpit of an F/A-18 *Hornet* as the Marine pilot points out the numerous capabilities of his aircraft.

and aerial demonstrations of today's modern Stearman Squadron, a Minnesota-based group flying the A-75 *Stearman* aircraft and performing barrel rolls, Cuban eights and hammerheads.

Military aircraft showed the current capabilities of today's

military aviation. Virtually any aircraft found on the deck of a Navy carrier, from an F-14 *Tomcat* to the A-6 *Intruder*, could be seen at the air show. Massachusetts Air National Guard 104th Fighter Group A-10 *Thunderbolts* demonstrated the power and versatility of the aircraft. A C-5 *Galaxy* transport plane, capable of carrying the equivalent of six Greyhound buses, took to the skies and displayed its awesome size.

Though bad weather kept some people away from the air show, the ones who did attend were thrilled and educated on the marvel of aviation, past and present. ‡

Story by JOC(SW) Mark Piggot, photo by PH1 Darryl Herring. Both are assigned to the public affairs office, NAS South Weymouth, Mass.

Midshipmen get training aboard *GW*

As college students around the country completed final exams, midshipmen from the Naval Academy and Navy Reserve Officer Training Corps (NROTC) cadets headed to the fleet for some hands-on training.

Some of the future officers went aboard USS *George Washington* (CVN 73), where they tasted shipboard life and learned the roles of junior and senior enlisted Sailors, division officers and department heads.

Midshipman 1st Class Gena Chung, who worked in engineering, said she was amazed at the level of professionalism and the amount of work accomplished each day.

"On the flight deck I saw what I

expected," said Chung. "All levels of the chain of command working together, getting the job done from the first plane launched to the last."

Midshipman 2nd Class Shana Gritsavage was assigned to *GW*'s Deck Department. From heaving the mooring lines to anchoring the ship, she lived the life of a boatswain's mate.

Under the careful guidance of BM3 Efraim Rivera, Gritsavage learned how information is passed over the 1-MC, the importance of exactness and accountability and pilot house etiquette – and how demanding a job ship driving is.

"It amazes me that there are so many people doing so many different things," Gritsavage said. ‡



Midshipman 2nd Class Shana Gritsavage listens to advice from BM3 Efraim Rivera of *GW*'s Deck Department.

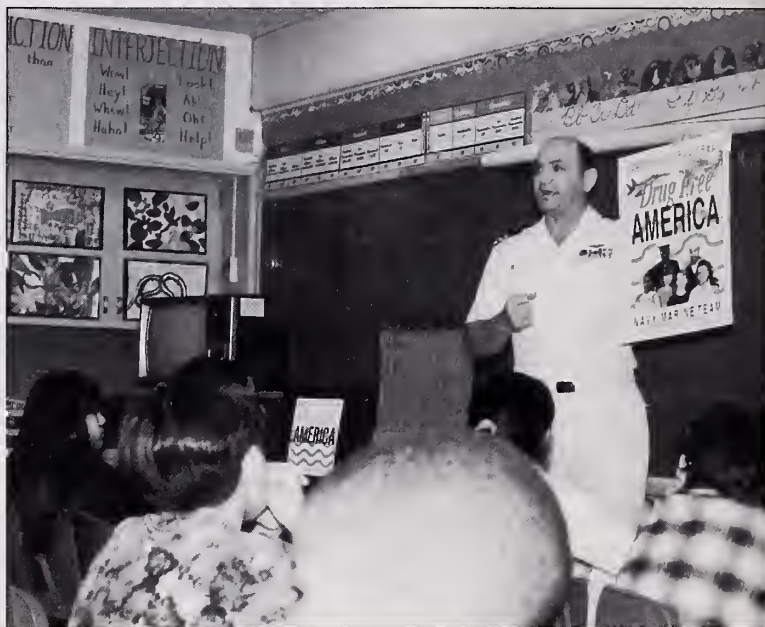
Story by SN Curt Melzer, photo by PHAN Kris White, both assigned to the public affairs office, USS *George Washington* (CVN 73).

Bearings

Naval Air Reserve Santa Clara Sailors teach students to 'say no'

The famous battle cry against drugs "just say no," is a standard the world over and Sailors at Naval Air Reserve Santa Clara, Calif., are taking it to heart. Sailors from NAVIRES Santa Clara spent time with local elementary school students to teach and spread the words "Say no to drugs."

Personnelman 2nd Class Michele Osborne, her husband, Aviation Electronics Technician 1st Class Kevin Osborne, Yeoman 2nd Class Rodney Perry and PN2 Carol Vain and CDR John Murphy use Campaign Drug Free materials, which consist of a short cartoon, pens and



Just Say



NO!

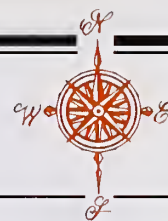
CDR John Murphy speaks to a group of elementary students about the importance of not using drugs.

stickers and personal experiences, to impress upon the students not to use drugs.

The use of role playing is important in their presentations because it allows the children to interact with the Sailors. Murphy emphasized that using drugs could only lead to a dead end and people who use them jeopardize their future and those around them.

Reviews from the fifth graders and their teacher, Judy Putre, were outstanding. "I like the role playing, with CDR Murphy explaining how drug use affects one's career. I think the children need to know why they're in school, why they shouldn't do drugs and why they shouldn't smoke. They need a real reason and I think the Sailors point that out," said Putre. †

Story and photo by JO2 James D. Berry, assigned to Naval Air Reserve, Moffett Field, Calif.



Learning international lessons in friendship

Navy pilots joined other U.S. service members who visited a high school in Korat, Thailand, recently to swap a lesson in English for an chance to learn about the Thai culture.

Although Surathamphitak High School offers English courses, taught by 26 of its 162 teachers, English-speaking tourists are few.

"They don't have the opportunity to meet foreigners," said CDR Mark Miller of Commander Amphibious Readiness Group 0589, Naval Air Station, Whidbey Island, Wash., a reserve unit supporting CARGRU 5. "I think the time we spent here is good for building relationships and opening doors, getting them to understand — and getting us to understand — that we're not so different."

The students, many the children of Thai service members, gave a warm welcome to the Americans who were in Thailand participating in the joint/combined Exercise Cobra Gold '95.

"The students were very excited about finally having the opportunity to speak English," said Busaba Pongpitak, an English teacher at Surathamphitak.

The students interviewed their American visitors and took notes. The "tutors" signed their papers upon completion.

This was the program's fourth year. "In the future, the people-to-people aspect of this exercise is what's going to pay the dividends," Miller said. "We're here under military auspices. But even in the military, when you work at the

personal level, you're less likely to have misunderstanding and conflict. †



CDR Mark Miller conducts an English lesson with a group of Thai 12th graders.

Story and photo by JO1 Roger L. Dutcher, assigned to the public affairs office, COMLOG WESTPAC.

Sailors help clothe the needy in San Francisco

USS *Carl Vinson* (CVN 70) Sailors recently cleaned out their lockers and closets for clothes which no longer fit or they

didn't need. The discards weren't headed for the trash however, they went to some needy folks in San Francisco.

The clothing drive was part of the continuing community relations the chaplain's department has organized between the ship and St Anthony's Foundation of San Francisco. "We had a pretty good turn out — about 30 large garbage bags full of clothes," said LT Phil Clark (CHC).

"St Anthony's takes up about a three-to-four-square-mile area in the 'Tenderloin District' of downtown San Francisco," said Clark. "There, among the church and the ware-

HM2 Donald Spears sorts clothes donated by his shipmates during a clothing drive to help St. Anthony's Foundation in San Francisco. The donations went to those needy in the city.

houses, they have a clothing pantry — destination of the clothes donated by our Sailors. Needy families or individuals can come in twice a month and choose whatever clothing items they need," said Clark.

"The foundation also has a soup kitchen where they serve nearly 2,000 meals a day," he added.

Not only does St. Anthony's serve meals to and help clothe the needy, but they also try to help them learn to help themselves. "That's what I like about them," Clark said. "They want to make those who may be down, but not out, get up and running again." †

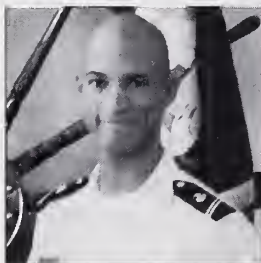
*Story and photo by JO2 J.P. Baldwin, assigned to the public affairs office, USS *Carl Vinson* (CVN 70).*



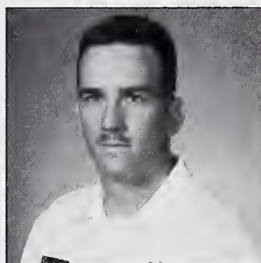
Shipmates



Master-at-Arms 3rd Class Margaret J. Lowing was named Junior Sailor of the Quarter for first quarter FY95. Lowing was selected for her commendable performance as Senior Field Training Officer. A native of Hernando, Fla., Lowing is stationed at Administrative Support Unit, Southwest Asia Security Detachment.



Midshipman 2nd Class Jonathan F. Brown of Natick, Mass., was selected as a recipient of the 1995 Equity and Excellence Awards for Ethnic Plurality at the University of Colorado. The award is based on individual efforts to generate a greater level of ethnic understanding and interaction on campus and in the community. Brown is a member of the University of Colorado's NROTC unit.



Cryptologic Technician (Interpretive) 1st Class (SW) Sean G. Lemons set a precedent by becoming the first member of the Navy to receive a college degree through the Community College of the Air Force. The Fairfax, Okla., native is currently serving as an instructor with the Naval Technical Training Center Detachment, Goodfellow Air Force Base, Texas.



Personnelman 1st Class Diane M. Pressley was named the 1995 Serviceperson of the Year for Columbus, Ohio. She was one of eight military members recognized by ADM Mike Boorda, Chief of Naval Operations for their contributions to their respective service and community. Pressley, a native of Le Center, Minn., is stationed at the Cleveland Military Entrance Processing Station.



Master Chief Radioman (SW) Joseph M. Wetherall was presented the the Joint Service Commendation Medal for meritorious service as Staff Assistant to the Chief Terminal Equipment Section, Central Region Signal Group, Headquarters Allied Forces Central Europe. Wetherall, a native of Parkersburg, W.Va., is attached to Headquarters, AFCENT, Brunssum, Netherlands.



Aviation Ordnanceman 1st Class (AW) Patrick Quinn was named Naval Air Station South Weymouth, Mass., 1995 Sailor of the Year. "Working with the people in the Navy has made me thankful to be a part of Navy life," Quinn said. Quinn, a native of Downingtown, Pa., is the magazine supervisor for NAS South Weymouth Weapons Division.

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 Chief of Naval Operations
ADM Mike Boorda
 Chief of Information
RADM Kendell Pease
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CAPT D. A. Burnette
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Sailors raise both the American and Canadian flags at Naval Ocean Processing Facility Whidbey Island in honor of both nations represented at the command. Photo by PH2 Kimberly E. McDonald, Fleet Imaging Center Pacific, Oak Harbor, Wash.





NAME: AO3 Daniel G. Luevano

ASSIGNED TO: USS *Peleliu* (LHA 5)

HOMETOWN: Lavilla, Texas

JOB DESCRIPTION: Responsible for handling ordnance for helicopters and *Harrier* jets assigned to the ship.

PLACES VISITED WHILE IN THE NAVY: Singapore; Mombasa, Kenya; Perth, Australia; and Hawaii.

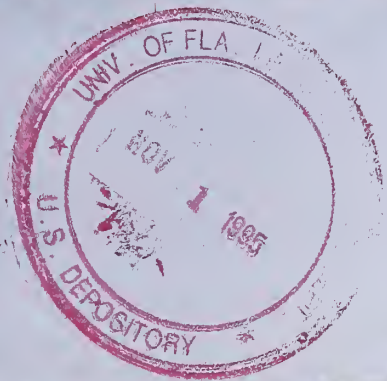
HOBBIES: Playing basketball, running, music and dancing.

BEST PART OF THE JOB: "The teamwork between me and my shipmates. We all have to do our jobs safely to get our objective accomplished, and working with ordnance makes it a little bit dangerous and exciting."

02-17-942

ALL HANDS

MAGAZINE OF THE U.S. NAVY

A large photograph of a submarine at sea. The submarine is dark blue and has a large conning tower. Several crew members in white uniforms are visible on the deck. In the background, there are other ships and a hilly coastline under a cloudy sky.

ANY DAY
IN THE NAVY

OCTOBER 1995

PERIODICAL

1.25

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BM2(SW) Tim Manning, of Dillon, S.C., and SN Robert Rogers, of Huntsville, La., take in lines from USS *George Washington* (CVN 73) as the carrier pulls into its home port of Norfolk. Photo by PH1 Todd Cichonowicz, Fleet Imaging Command Atlantic, Combat Camera

ALL HANDS Contents

Magazine of the U.S. Navy

October 1995, Number 942



◀ DT Jessica Farley (left), from San Diego, and DT Kassi Kosydar, from Anchorage, Alaska, both stationed at the Pearl Harbor Dental Clinic, get ready to examine an awaiting mouth. **Photo by PH1 Donald E Bray, NAVSUBTRACEN-PAC, Pearl Harbor.**



▲ During a break in the drydock activities of USS *Dextrous* (MCM 13), BM3 Stacey Reddig (left), of Ellinwood, Kan., explains how to stream minesweeping gear to FN Ryan Strietenberger, of Kingston, Ohio. **Photo by STG3 Troy Smith, USS Dextrous (MCM 13).**



◀ AD2 Johnnie Brown, of Georgetown, S.C., schedules fleet airlifts in the Ops Dept. of Navy Air Logistics Office, New Orleans. **Photo by CDR William G. Carnahan, Navy Air Logistics Office, New Orleans.**

Departments

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43 Bearings

48 Shipmates

Front Cover: Crew members of USS *Buffalo* (SSN 715) give the sub a complete make over in preparation for a ship's photo. **Photo by PH1 Don Bray, NAVSUBTRACEN Pearl Harbor.**

Back Cover: USS *George Washington* (CVN 73) Sailors SN William McCoy, from Chicago (right), and BM3 Ryan Esser, from Port Charlotte, Fla., at work on the pier. **Photo by PH1 Alexander C. Hicks, NAVPACENPAC, Norfolk.**

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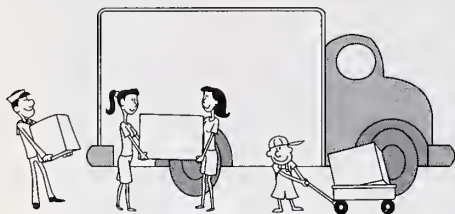
OCTOBER 1995

Charthouse

IRS says moving allowance is non-taxable

The Internal Revenue Service (IRS) has ruled that Temporary Lodging Allowance (TLA), Temporary Lodging Expense (TLE), Dislocation Allowance (DLA) and Move-in Housing Allowance (MIHA) are permanently non-taxable.

In May, the IRS issued a statement which temporarily classified the allowances as non-taxable. The statement was designed to clarify some confusion started by new tax laws introduced in January 1994, which appeared to include the allowances as taxable income.



The most recent IRS notice, contained in the Aug. 7, 1995, *Federal Register* and effective Sept. 7, 1995, also said service members transferring to a new permanent duty station may not deduct moving expenses that are reimbursed by one of the tax-free allowances. However, any expense that meets the definition of a moving expense and is not reimbursed continues to be deductible under current law.

Critical housing areas updated

The Bureau of Naval Personnel has issued an updated listing of critical

housing areas, to provide information to Navy members concerning limitations in both family and bachelor quarters in certain geographic areas.

Members assigned to a permanent duty station (PDS) in CONUS where housing is designated as critical, may request a Variable Housing Allowance based on the location of current permanent residence of family members, rather than the location of the member's PDS.

A complete list of these areas is available in NAVADMIN 137/95.

Link, Perspective keep the fleet informed

Detailing news, career management information, the new FITREP/evaluation system and advancement opportunities are some of the articles in the latest *Link* and *Perspective* magazines.

Link is the professional bulletin of Navy enlisted personnel and is published quarterly. *Perspective* is the professional bulletin of the Navy officer community and is published bi-monthly.

Received at more than 4,000 locations worldwide, the magazines are one of the primary ways for detailers to communicate the latest trends to Navy people. One copy is distributed for every five officers or enlisted members permanently assigned to a command.

The magazines also can be downloaded from BUPERS Access. Through BUPERS Access, from the main menu, select "F" for file, press enter, press "D" for download, press enter and select the issue of *Link* or *Perspective* from the description.

After the file listing is completed, select "D" for download again. The prompt, "type file name:" will appear.

Type the file name and select a transfer protocol supported by your computer software. Finally, when you see the prompt, "waiting for start



CAREER MANAGEMENT, ADVANCEMENT, RETENTION, PATHS TO A COMMISSION

Bureau of Naval Personnel



Perspective



The New Fitness Evaluation & Career Development System

signal" press the keys that tell your software to receive a file.

More information is available from the *Link* and *Perspective* offices at DSN 225-0132/223-1195 or (703) 695-0132/693-1195

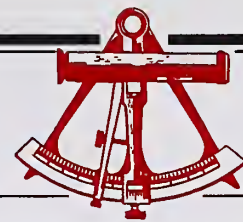
JASS streamlines detailing process

The Bureau of Naval Personnel is developing an officer and enlisted assignment process to improve customer support and streamline detailing.

The Job Advertising and Selection System (JASS) advertises vacancies and helps individual Sailors apply for



PN



available jobs. Detailers will then process job applications based on the best match. The enlisted requisitions or each rating will be updated bi-weekly.

JASS will be implemented for the personnelman (PN) rating this summer. This test version allows PNs at Naval Base Norfolk and Naval Station San Diego to use the system on a trial basis. During the testing period, PNs will view available billets and process mock applications. They will not be able to request actual orders during this testing period.

Further testing, to be completed before JASS is implemented fleetwide, will include a sea duty-intensive enlisted community as well as a select group of officers.

Initially, the new system will be accessible to command representatives who have an account on BUPERS Access. In the future, it will be accessible via the Internet and the World Wide Web. More information is available from the project manager, Mr. Ron Rouse, at DSN 224-8314 or (703) 614-8314.

Two Navy afloat college programs consolidated

The two Programs for Afloat College Education, PACE I and PACE II, have been consolidated, significantly increasing educational opportunities for Sailors assigned to ships and certain remote sites.

The new PACE programs are a major departure from the former afloat educational program. Every ship in the Navy will be able to offer the program and may continue to offer the programs during overhaul, drydock and local operations if there are no local or on-base programs available.

Middlesex Research Center, Inc., of Bethesda, Md., will administer the

consolidated program. The following are key elements of the program:

— The command is the customer and deals directly with the program's administrator who provides program information, tests the crew and determines participant eligibility. The commanding officer has the final say regarding the extent of the program.



— All ships can offer courses taught by a PACE I resident instructor, by the PACE II computer interactive video or both.

— Academic skills modules in reading, mathematics and English will be available fleetwide via interactive computer for the first time.

— Interactive college courses will be offered at selected remote sites around the world.

Commands already participating in PACE will automatically transition into the new program. The contractor will provide an information packet to commands which have never participated. The contractor can be contacted at 1-800-776-0230 or (301) 907-0070.

Additional information can be found in NAVADMIN 151/95 or by calling Dr. Fran Kelly, at Bureau of Naval Personnel: DSN 223-1749 or (703) 693-1749.

Enlisted career development guides available

Did you ever wonder what your next assignment should be? What about the assignment after that? How do you know if your career is or isn't on track?

To help you find the answers, a career development path information guide is now available for every enlisted rating in the Navy. The Bureau of Naval Personnel has developed a typical career path for each rating from the time a Sailor enters the Navy through retirement.

The career paths outline when Sailors should be progressing through advancement points and what type of sea and shore duty they will usually experience as they advance in their ratings. The career paths are typical paths, and while no two Sailors will follow identical career patterns, most successful Sailors will meet most of these milestones at the same time.

The career path sheets for all ratings are available on BUPERS Access. To download the file from the main menu, select files, then download. File name is CPD.EXE.

More information is available at DSN 224-4684 or (703) 614-4684.





NAVY DAY

IN THE

ALL HANDS

NAVY '95

Thursday, May 18, 1995, was just another day in the Navy. It was much like the day before it and the day after it. Ships were deployed. Airplanes were launched and recovered. Seabees built, EOD teams tore down. Men and women were in uniform, on watch, on station. Nothing unusual here.

Except May 18, 1995, was Any Day in the Navy.

We asked our audience to record on film the events of that day, to photograph what was happening at their duty station. We asked Sailors and civilians, professional photographers and amateur shooters, to tell the story of the U.S. Navy.

You sent us more than 3,300 images. Some were artistic and dramatic photographics recorded by seasoned pros. Others were simple snapshots, taken on liberty and in berthing compartments and in offices and work centers Navywide.

The Navy is a global organization with differences in people and missions, but a common purpose and spirit. This special issue of All Hands is a scrapbook of those people and their missions. We chose the best, which were not always defined by shutter speed and f-stop but by the people and events in the picture.

We chose the photographs that told the story of the men and women who make our Navy live and breathe. After all, that's what our Navy is — people. Here they are.

U.S.S. ARIZONA MEMORIAL

BM2(SW) Marshall L. Godwin of Swanton, Md., stands tall in front of the USS *Arizona* Memorial.
Photo by PH1 Gregory Gratwood Hilton, NAVSUBTRACENPAC, Pearl Harbor.



► MM1(SS/DV) Mark Campbell of Seattle, performs a power-up procedure inside the control sphere of *Avalon* (DSRV 2) at San Diego. Photo by PH2 August C. Sigur, Deep Submergence Unit, San Diego.

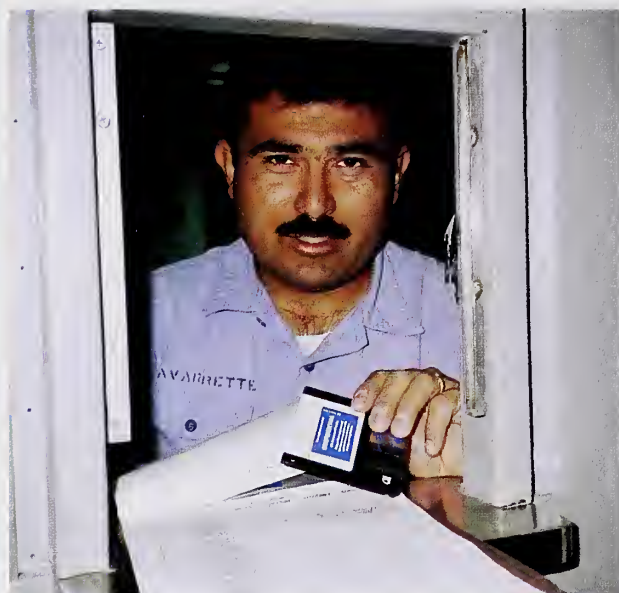
▼ JO2 Sandra Velazquez of the Norfolk-based Fleet Home Town News Center stretches to reach her toes during the sit/reach portion of her semi-annual physical readiness test. Photo by JO2 D.N. Kennedy, *The Flagship*, Norfolk.





OCTOBER 1995

A color photograph of a young woman, likely a pilot, wearing a dark flight suit and a leather flight helmet with goggles. She has a slight smile and is standing outdoors in front of a blurred background.





► PC1(SW) Don E. Wienand gives a little smile shortly after receiving the day's mail. **Photo by OS3 Chris G. Hohman, USS *Stout* (DDG 55).**

▼ Sailors work to shore up a damaged pipe at ATG MIDPAC, Hawaii, during a training class. **Photo by PH2 Kerry E Baker, NAS Barbers Point, Hawaii.**



ANY DAY '95 ANY DAY '95 ANY DAY '95 ANY DAY '95 AN



MA2 Edward L. Hensom, from Waverly, Ohio, begins a daily check-up of his military police dog, Komo. **Photo by PH1(SW/AW) James Westfall, Fleet Imaging Command Atlantic, Jacksonville DET. Key West, Fla.**

➤ AD2 Juanita Williams repairs an F/A-18 engine in the jet shop of USS *Nimitz* (CVN 68). **Photo by PH1 James E. Deloach, USS *Nimitz*.**

▼ MSSN Russell Wood from S-5 division shaves before beginning the day's activities aboard USS *Nimitz* (CVN 68). **Photo by PH1 James E. Deloach, USS *Nimitz*.**

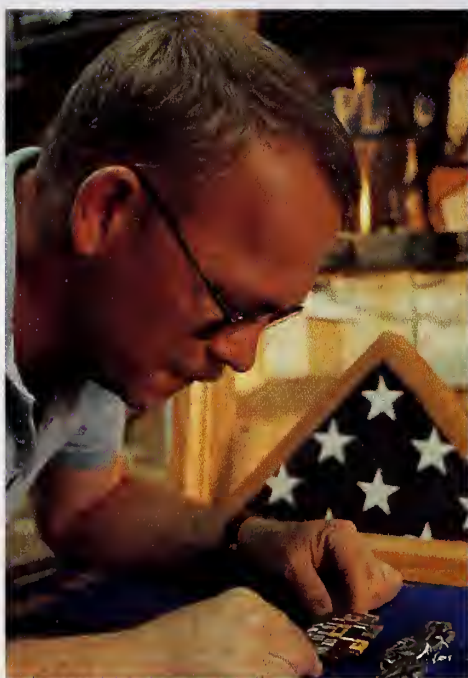


► Program Messy Fingers and Toes at Armed Services YMCA. Photo by Ron Fontaine, Naval Education and Training Center, Newport, R.I.

►► Team Work ...
USS *Ingersoll* (DD 990)
Sailors share the load
as they snake their way
along the pier, preparing
to pass a cable over the
side of the ship's fantail.
Photo by Rebecca Fox
Celli, Naval Base
Public Affairs, Pearl
Harbor.







▲ GMC(SW) Donald Clink, from Pequot Lakes, Minn., of Afloat Training Group San Diego, prepares a retirement shadow box. Photo by PH1 Robert D. Chambers, Fleet Imaging Center Pacific, San Diego.

► SN Karen M. Lewis of Houston, and BM2(SW) Marshall L. Godwin of Swanton, Md., execute morning colors on USS *Arizona* Memorial, Pearl Harbor. **Photo by PH1 Gregory G. Hilton, NAVSUB-TRACENPAC, Pearl Harbor.**





➤ AN Gary McGraw, from Patuxent River, Md., enjoys a brief respite on board USS *America* (CV 66) by writing to his family and friends. McGraw is assigned to Air Department's V-3 Division. **Photo by PH2 Danny W. Lee, USS *America*.**

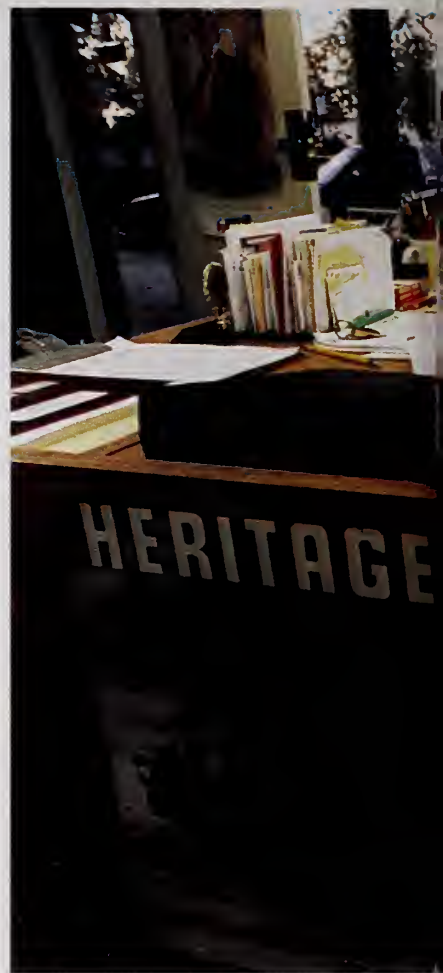


► CTM1 Megan Anlage adjusts the self-contained breathing apparatus (SCBA) during HAZMAT Spill Response Team training at NSGA, Misawa, Japan.
Photo by JO1 Joe Staker, NSGA Misawa, Japan.





► CTM2 Andy Bazner, from Grand Rapids, Mich., polishes his boots in preparation for liberty call. **Photo by PH3 Shane Hebert, USS George Washington (CVN 73).**



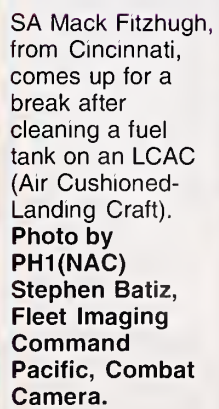
► AE2 Barbette Ortega, tests an auxiliary power unit exhaust actuator for a P-3 *Orion* aircraft at NAS Sigonella, Italy. **Photo by PH1 Reymundo Arellano, Fleet Imaging Command Atlantic, Combat Camera.**



▼ SA Lateefah Cisero, from Springfield, Mass., moves food stores to the galley aboard USS *Shasta* (AE 33). Photo by PH3 Keithan Reed, USS *Carl Vinson* (CVN 70).







► MS1 Edward J. Bennet, from Philadelphia, prepares dessert at the galley at Naval Station Anacostia, Washington, D.C. **Photo by PH2 Ephraim Rodriguez, Naval Media Center, Washington, D.C.**

▼ MS3 Amador Directo, from the Republic of the Philippines, dumps aluminum cans into a bailer at Naval Station San Diego's recycling center. Photo by JO1 Ray Mooney, Naval Media Center Det. 5, San Diego.



▲ USS *Valley Forge* (CV 50) returns to its home port of San Diego after deployment in the Persian Gulf. **Photo by PH2 Maurice Dayao, Fleet Imaging Command Pacific, San Diego.**

A photograph of Electronic Technician Betty Kozar in an anechoic chamber. She is holding a high-frequency radiation hazard probe. The chamber walls are covered in dark, pyramid-shaped electromagnetic wave absorbers. The lighting is dramatic, with strong highlights and deep shadows. The text in the upper right corner reads: "Electronic Technician Betty Kozar calibrates a high frequency radiation hazard probe in the anechoic chamber at Primary Standards Lab, Naval Aviation Depot, NAS North Island, Calif. Photo by PH1 M. Clayton Farrington, Fleet Imaging Command Pacific, San Diego."



► HM2 Kenneth Mize, from Spokane, Wash., examines a blood sample at Naval Hospital Rota, Spain. **Photo by PH1(AW) James M. Williams, Fleet Imaging Center Atlantic, Rota, Spain.**

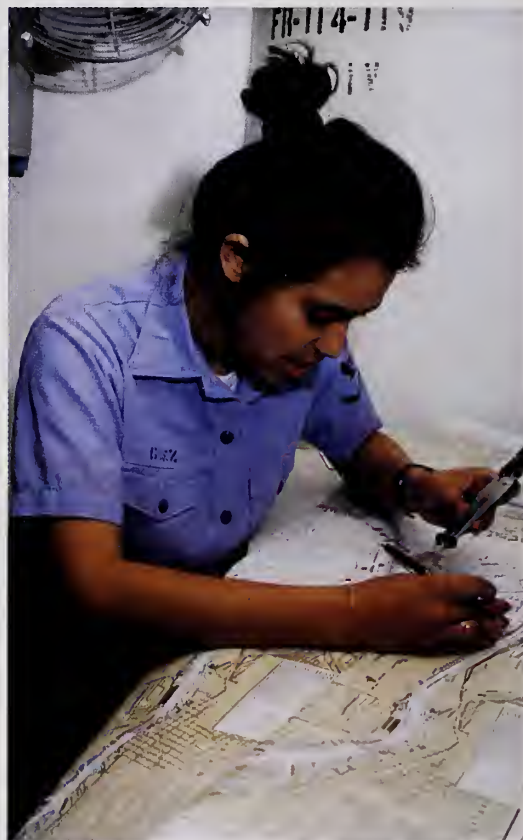
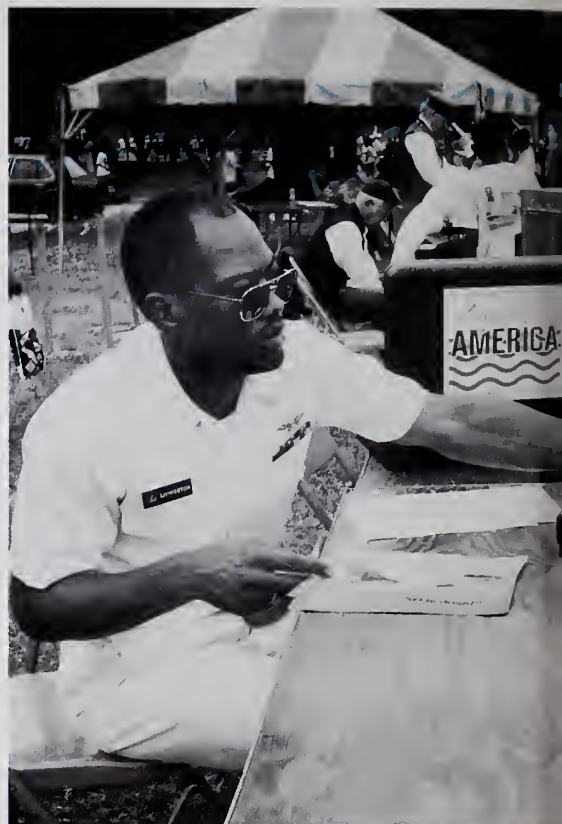


► HT1 Frederick A. Henry, from Franklin, Pa., exchanges dollars for pesetas while daughter Colleen amuses herself with his walkie-talkie. Henry is a member of the Security Department at Naval Station Rota, Spain. **Photo by PH2 Stephen M. Kless, Fleet Imaging Command Atlantic, Rota, Spain.**

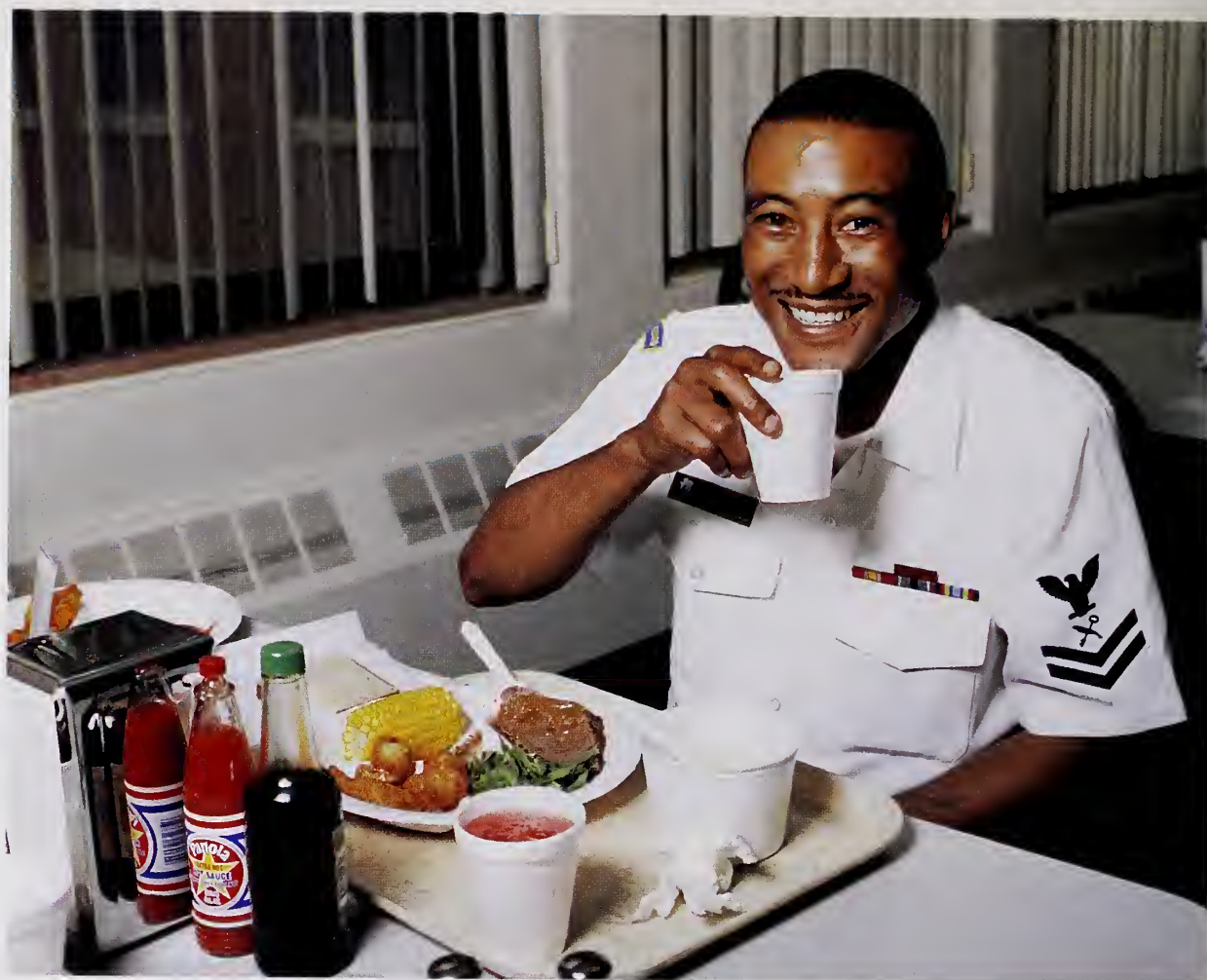


Plane captains prepare their F/A-18 *Tomcats* and F-14 *Hornets* for launch from the flight deck of USS *Independence* (CV 62) in support of Exercise *Cobra Gold '95*. Photo by Air Force Staff Sgt. Don Green.

▼ AT1(NAC/DV/AW) Dave Nalley, from Grandview, Md., gets hauled up to a search and rescue helicopter during a routine exercise at Naval Station Brunswick, Maine. **Photo by PH2 Robert Inverso, VPU-1, Naval Air Station, Brunswick, Maine.**



▲ OS3 Annette Gomez, from El Paso, Texas, lays tracks on new charts for the Oakland, Calif., area in preparation for USS *Shasta's* (AE 33) dependents day cruise. **Photo by PH2 M. Saunders, USS *Carl Vinson* (CVN 70).**



▲ SH2 Troy Sam, from Baton Rouge, La., enjoys a meal at the galley on Naval Station Anacostia, Washington, D.C. **Photo by PH2 Ephraim Rodriguez, Naval Media Center, Washington, D. C.**

► MM1(SS) Kevin A. Stockwell, from Hillsboro, Wis., and EN1 Michael S. Montayne, from Baraboo, Wis., clean a 60-foot antenna used in tracking navigational satellites. **Photo by William J. Nelson, Naval Satellite Operations Center, Rosemount, Minn.**



Any Day in the Navy

AC1(AW) Andrew D. Hill
 ACAN Lisa D. Landrom
 ADCS(AW/SW) Dermis Marquette
 AFCM(AW) Larry Patterson
 AG2 David W. Stanberry
 AKC(AW) Fidel Lintag
 AK2(AW) Rowell C. Reyes
 AMS2 Tracy L. Pleshe
 AN Amanda Allred
 AN Rhonda M. Feeback
 AN Mike P. Gain
 AN Joe Hendricks
 AN Nedky Torres
 AN Victoria Wadleigh
 AT1 (AW) Kathleen M. Courtney
 AT1 Robin B. Jackett
 AT1(AW) David King
 BM1 Frank Jackson
 BM2(SW) J. B. Douley
 BT1(SW) Daniel Anthony Daniel
 BT2 Gary A. Carver
 CAPT Jim Myers
 CDR Alan M. Bird
 CDR William G. Carnahan
 CDR William H. Grimbail
 CDR David P. Gunderlach
 CDR Steve Lilley
 CDR Steward Rivall
 CE3 Alex Hernandez
 CTMCM Paul Rosenberg
 CTMO Ward E. Brown
 CTO2 Gina D'Alaarte
 CWO4 John Donaldson
 DK1(AW) Charles E. Thrasher Jr.
 EA2 Gordon A. Schneider, Jr.
 EMC Kevin P. Fleming
 EM2 Danilo M. Cortez
 ENS Scott Allen
 ENS Carter A. Edman
 ENS Bryan L. Johnson
 ETC(SS) Donald J. Butera
 ET1 John M. Fisher
 ET2 John M. Beutler
 FCC(SW) Wesley Miller
 GMG2 Timothy W. Upton
 HM2 C. Lemon
 HM3 Darrin M. Landry
 HN Thomas C. Mullen
 HTCS (SW) Gary R. Ward
 IS1(SW) Craig L. Gilchrist
 JOCS Gary W. Smith
 JOC Stacey J. Byington
 JOC(SW) Jim DeAngio
 JOC(AW) Tony Joseph
 JOC Warren A. Patton

JOC(SW) Mark Piggott
 JOC James Slater
 JO1 Kevin L. Alston
 JO1 Laurie Butler
 JO1 Rebecca F. Celli
 JO1 Walter T. Ham IV
 JO1 Ray Mooney
 JO1 B.D. Powell
 JO1 James E. Sackey
 JO1 Ron Schafer
 JO1 Joe Slater
 JO1 Kevin Stephens
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 JO2 Richard Benson
 JO2 Michael Futch
 JO2 Wendy E. Hamme
 JO2 Gerald M. Johnson
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 JO2 Patrick A. Lan
 JO2 Kimberly Mako
 JO2 Steven R. McCall
 JO2 Bruce Moody
 JO2 Michael E. Murdock
 JO2 Stephanie Plocharczyk
 JO2 Richard Salomon
 JO3 Jason E. Diller
 JO3 Melissa Farley
 JO3 Bill McCoy
 JO3 Devin Nardelli
 JO3 Thomas Perkin
 JO3 Patrick Pridmore
 JO3 David Rush
 JO3 Jon Saltgiven
 JOSN Theodore R. Ireland
 LCDR Robert Agricola
 LCDR Scott Bawden
 LCDR William G. Castenad
 LCDR David W. Glazier
 LCDR Rene M. Marin
 LCDR Marita Okerstrom
 LCDR Greg Smith
 LCDR Kenneth V. Spiro, Jr.
 LCDR Sarrah Witte
 LT Manuel D. Biadog, Jr.
 LT T. D. Carrington
 LT Kreg R. Everleth
 LT Stephan E. Gozzo
 LT Robert F. Jardeleza
 LT T. Knutson
 LT David J. Martak
 LT Kay C. Peck
 LT Manuel A. Picon
 LT A. A. Flex Plexico
 LT Nicholas Serenyi
 LT Peter Strong

LTJG Joseph Dummer
 LTJG Nicole Flynn
 LTJG Clayton B. Kendrick-Holmes
 LTJG Harold A. Payne
 LTJG Paul Christopher Rawley
 LTJG Jeffery A. Sanden
 LTJG Brandon Shaffer
 MM2 S.A. Kaiser
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 OS3 Chris G. Hohman
 OSSN Philip Horton
 PHC(AW) Joseph Durny
 PHC C.R. Hilschack
 PHC Kathleen N. Janoski
 PHC(AW/NAC) D. L. Kiehlman
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 PH1 Deborah L. Anglin
 PH1 Josephine (Nalder)
 PH1(AW) Stephen G. Auer
 PH1(NAC) Charles Bate
 PH1 Donald E. Bray
 PH1 Tom Breyer
 PH1(AW) Lisa M. Brugg
 PH1 Patrick Cadin
 PH1 Robert D. Chambers
 PH1 Todd Cichonowicz
 PH1 James E. DeLoach
 PH1 Eric B. Dorn
 PH1 Wayne Edwards
 PH1(AW) Kevin S. Farnes
 PH1(AW) M. Chapin Farmington
 PH1 Daisy E. Ferry
 PH1(SW) Kevin Francis
 PH1 E. S. Furjes
 PH1 William R. Goodwin
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 PH2(NAC) John J. Powell
 PH2 Anibal Rivera
 PH2 Ephraim Rodriguez

Photographers

PH2 Deidra K. Rocker
PH2 Dewitt Roseborough
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QM3(AW/SW) Robert S. Marion Jr
RADM N.O. Wittman
RMCM(AW/SW/NAC) Earlyn R. Daniel
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SK2 Achim Barnes
SM1 Vincent Hamilton
SM3 Gary Rankowsky
SM3 Bruce Warner
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SM3 Tami L. Moser
SM3 R. Ruiz
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Becky Rolunde
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Neil F. Schweitzer
Don Smith
Frederick T. Smith
Wayne Smith
Andrzej M. Szadkowski
Gina Tapia
Kathleen I. Taylor
Russ Torisi
Scott Vanier
Elizabeth Vega-Hankinson
Charles A. Wallace
Lee Waning

Special thanks go to FHCS Terry Cosgrove, JOC(SW) Rick Toppings, PH1(AW/SW) Lance E. Kirk, PH1 Patrick Cashin, PH3 Sam M. Dallal and Stacy Wendkos for helping with various aspects of this issue of *All Hands*. Thanks to all our contributors, listed here or printed in the book. Great job! Your outstanding entries made choosing the best images tough. Keep shooting.

SGT Mark Talluto, from New Orleans, directs an F/A-18 *Hornet* into the fuel pits at Naval Air Station, Cecil Field, Jacksonville, Fla. Photo by PH1 William Lipski, Fleet Imaging Center, Jacksonville, Fla..

Bearings

Juggling the opera and flying

Learning and maintaining proficiency in a skill takes a lot of time, hard work and discipline. Handling the responsibilities of two demanding interests requires extreme focus.

For ENS Maria L. Grauerholz, a student pilot attached to Training Air Wing 5's fixed-wing training squadron VT-3, at Naval Air Station Whiting Field, Milton, Fla., training to be a naval aviator and an opera singer requires serious dedication. But according to Grauerholz, "The two are labors of love.

"The demands of flying and singing are very similar," said Grauerholz. "The more you fly the better you get. If you stop flying for a long time, you become unfamiliar (with flying). You can't just start up where you left off. If you stop, you lose it. That's why we have warm-up flights."

Singing is no different, according to the Naval Academy graduate. "If I stop singing for a time, I can't just pick up where I left off. I have to keep singing to keep my voice warm," said Grauerholz.

Her initial interest in singing was sparked by family members when she was in high school. During the holidays, her grandmother and mother would sing while her grandfather played the piano.

She began singing in the high school choir and continued in the Naval Academy choir. "The academy is what really solidified my participation in music. I thought it was the greatest



ENS Maria L. Grauerholz walks from a T-34C "Turbo Mentor" at NAS Whiting Field, Fla., after completing a training flight.

thing — traveling and representing the Navy. People don't normally put those two together — singing and being a Sailor," Grauerholz said.

Grauerholz's most recent operatic performance was in Pensacola Opera's production of Giuseppe Verdi's "La Traviata."

Grauerholz was a second soprano in the show, and said she learned a lot about singing from the production. She plans to further her voice quality with some lessons. Flying, however, is always her first priority.

"It takes the same intensity to fly as it does to sing, just different focuses



ENS Maria L. Grauerholz performs in the Pensacola Opera production of Giuseppe Verde's "La Traviata" at the Imogene Theater in Pensacola, Fla.

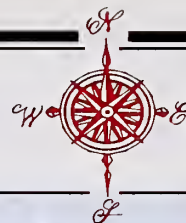
and priorities," said Grauerholz.

She feels lucky to be able to fly for the Navy. "The Navy pays me to do this great thing — to fly. That's the good thing about the job. I get to do something I like to do," she said.

Grauerholz said singing helps her relax from the strenuous demands of flight training. "I've focused myself on one primary mission and one side activity — to learn to become a naval aviator and to sing," she said.

"Singing, even though it's work, relaxes me. Hopefully, I'll get so good at flying that flying and singing will serve the same purpose — I'll do them both to relax." †

Story and photos by JO3(AW) Russel C. Tafuri, assigned to NAS Whiting Field, Fla., public affairs office.



Navy doctor helps victims from war-torn Bosnia

For CAPT William Gondring, the war in Bosnia-Herzegovina is more than just a distant battle. Three casualties of the war, one Bosnian and two Croats, came to the United States for his help.

Gondring, a reservist assigned to the 9th Naval Construction Regiment, is an orthopedic surgeon at Heartland Hospital, St. Joseph, Mo., specializing in amputation rehabilitation. His three patients were selected from a list of war victims provided by the International Organization for Migration.

Zoran Lucic, a 23 year-old Croat shoemaker, arrived at Heartland Hospital with a painful right stump instead of his leg. Lucic had a non-anesthetic battlefield amputation after being hit by a Bosnian rocket-launched grenade. Lucic's stump was repaired and his leg was fitted with a prosthesis.

While defending his village from a Serb attack in 1991, 42-year-old



Reserve CAPT William Gondring (right), checks on Zoran Lucic, a Croatian army veteran who lost his leg in combat.

Antun Mulnar was hit in the legs with four machine gun rounds that ripped away his right calf and destroyed his left hip socket. Gondring, who has operated on war victims from Vietnam and El Salvador, said the bullets that struck Mulnar are outlawed by the

Geneva Convention because they explode in the body.

After surviving four bed-ridden years in intense pain, Mulnar was brought to Heartland Hospital for corrective surgery. Gondring repaired Mulnar's knees, left hip and right second toe.

His left leg blown off by a land mine in 1994, Croatian Alen Jadrijevic arrived in St. Joseph hoping for relief from the intense pain caused by his artificial leg. Gondring's team was able to repair his left stump and fit him with a better prosthesis. Jadrijevic, 23, returned home without the canes he needed to walk with before the operation.

"This was one of the most moving events of anything I've ever done," said Gondring. "It's seldom that you get an opportunity to help a country." ±

Story by YNCS Thomas Flood, a reservist assigned to 9th Naval Construction Battalion public affairs office.

Carl Vinson Sailors help clean up beach

USS *Carl Vinson* (CVN 70) Sailors and some of their families recently volunteered to help students from Paden Elementary School of Alameda, Calif., clean up debris from Alameda Beach. The debris, which accumulated during the winter months, was creating an eye sore and threatening the environment.

"I jog on the beach about four to five times a week and I noticed a tremendous amount of trash lying around," said ENS Tom Prusinowski, Beach Walk '95 coordinator.

"I thought this would be perfect for two reasons. We could teach the kids about environmental concerns and show the community that *Carl Vinson* does care about Alameda and we are willing to help," said Prusinowski.

In fact, the children had been learning about the environment as one of the beach-combing students proved. "We saw this film (in school) where some mother birds were feeding their babies pieces of plastic," said Katie Baldrige, a fourth-grader at Paden. "It's pretty good that we're out here helping clean up so that won't happen again."

Katie also thought it was "pretty cool" that the Sailors were out there giving them a hand.

After about two hours of work, the students and *Carl Vinson* volunteers accumulated 45 bags of trash and left Alameda Beach a cleaner place. ±

Story and photo by JO2 J.P. Baldwin, assigned to USS Carl Vinson (CVN 70) public affairs office.



Students from Paden Elementary School in Alameda, Calif., thought it was "pretty cool" when USS *Carl Vinson* (CVN 70) Sailors helped them clean up debris from the Alameda Beach.

Bearings

Over there once again to celebrate V-E Day

It was a time of pain and a time of joy. The day the Allies celebrated "Victory in Europe" in 1945 was like few others that any generation would ever know. On the 50th anniversary of V-E Day, the yanks were "over there" in Europe once again to join in the festivities.

The crew of USS *Aubrey Fitch* (FFG 34) helped celebrate the 50th anniversary of World War II's end in a flurry of port visits across the northern British Isles. In addition to a port visit to Liverpool, England, for V-E Day, they also made stops at Bangor and Londonderry, Northern Ireland.

"This was a groundbreaking visit for us. My guys were proud to be a part of the 50th anniversary commemorations," said CDR Craig Knouse, commanding officer of the Mayport-based frigate. "Our crew not only represented the United States at the ceremonies, but also the American military's contribution to World War II. I think its something they'll be telling their grandchildren."

Several days after being the first U.S. Navy ship to visit Bangor in 30 years, *Aubrey Fitch* steamed into Liverpool for V-E Day. The visit by an American ship to Liverpool had some historical significance. Because of its importance during World War II as a terminal for importing American weapons and supplies, the city was targeted by Hitler for massive bombing raids.

Several of *Aubrey Fitch's* crew



members paraded with various British military units, including former regiments of World War II veterans, through the streets of Liverpool, to the town center for a ceremony honoring the veterans.

Moving on to a port visit near Londonderry, *Fitch* Sailors helped honor the Allied seamen who fought in the North Atlantic during World War II at a wreath-laying ceremony off the western coast of Northern Ireland.

The wreath laying was part of the ceremonies held to dedicate the Battle of the Atlantic Memorial in Londonderry, which had served as an Allied naval base during World War II.

Ships from the British, Canadian and Belgian navies joined *Aubrey Fitch* for the ceremony.

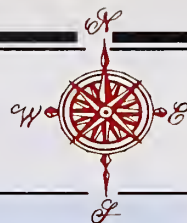
The group that came aboard *Fitch* included an American World War II

DC1(SW) Darrel Beal (left) and STG2(SW) Nolan Houser talk with members of the King's Regiment of Liverpool. A unit from *Aubrey Fitch* was invited to march in the parade with many British military units, including the King's Regiment.

veteran who had served at the U.S. station in Londonderry during the war. Barney Hale, along with another member of the group, was given the honor of dropping the wreath from the fantail.

"Laying the wreath was very emotional. It brings back a lot of memories," Hale said after the ceremony. "We lost a few comrades right here and I still think about them." ✚

Story and photo by JO1(SW) Bill Polson, assigned to CINCUSNAVEUR



Navy officer assists in rescue of civilian pilot

Flying is something many naval officers enjoy, whether it's behind the throttle of an F-14 Tomcat or a single-prop airplane. LCDR Pat Quigley doesn't fly fighter jets off aircraft carriers — he flies a Grumman Yankee single-engine plane. The 13-year Navy veteran, who has been flying since he was 16, is currently assigned as aircraft intermediate maintenance department officer at Naval Air Station South Weymouth, Mass.

Quigley recently had to use his piloting skills and Navy training to help another pilot who was in trouble.

Quigley was flying along the Massachusetts coast, heading into Marshfield Municipal Airport in Massachusetts. He was listening to radio traffic when he heard a call for help. Kevin Donoghue, 55, of Milton, Mass., was flying back from Rhode Island when problems arose.



LCDR Pat Quigley and his Grumman Yankee sport.

"I heard this guy ... panicking," said Quigley. "His voice sounded tense. He said his engine was running rough, he was low on fuel and he couldn't find Marshfield."

"I tried to get more information, but there was a lot of chatter on the radio," Quigley remembered. "I tried to get him to switch to the emergency frequency, but he was panicking and

wouldn't switch. Finally, on the third try, all I could hear was his ELT."

The ELT, or Emergency Landing Transmitter, automatically activates when a plane crashes. Quigley knew the pilot had crashed somewhere near Marshfield High School. The hard part was finding where he went down.

What he spotted was part of the wing-tip of the plane. Quigley then made three more passes of the area. On the third pass, he spotted the fuselage in some pine trees. He then confirmed the crash site with Boston Approach and, using a radio/telephone link, directed emergency vehicles to the scene. Total time to locate the wreck and rescue the injured pilot: 15 minutes.

Story by JOC(SW) Mark Piggott, photo by PH2 Jocelyn Bently, both assigned to NAS South Weymouth, Mass., public affairs office.

Sharing a whole new world

Several Sailors aboard USS *Guam* (LPH 9) had the privilege of participating in a multicultural fair held at Granby Elementary School in Norfolk.

Guam's crew members were eager to help make the fair a success. Airman Dav Sit, a native of Thailand and Cambodia, helped teach a number of students to sign (sign language) the chorus of the fair's theme song "Love in Any Language." He also signed the song with them during its performance.

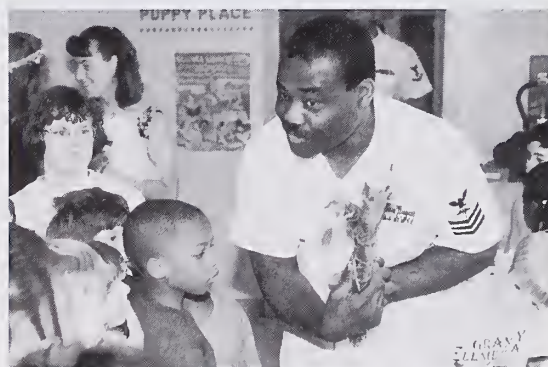
Sit said he enjoys being active with the school through the ship's Partners in Education Program. "It feels good to participate because a lot of people can learn about me ... It gives me an opportunity to express myself."

Sign language is a perfect example of the fair's message: Communication is possible between people of different cultures.

"This is a wonderful extravaganza," said CAPT Peter A. Masciangelo, *Guam's* executive officer. "We are the beneficiaries of this relationship. We get to work with the future of America."

Displays were set up in classrooms and hallways so the children could see and hear about different cultures, foods, clothes, handcrafts and much more.

Hospital Corpsman 1st Class (SW/AW) Albert A. Mitchell shared a taste of his culture with a home-made dish using goat meat. "I think it was good



Students from Granby Elementary School watch as HM1(SW/AW) Albert A. Mitchell tells them about sugar cane, one of Jamaica's main crops.

exposure for the children, because it brings the world closer to them," said Mitchell. †

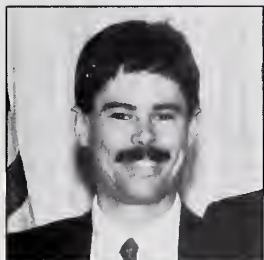
Story by JO1 Douglas M. Scherer, photo by PH1 R.L. Scharf, both assigned to USS Guam (LPH 9) public affairs office.



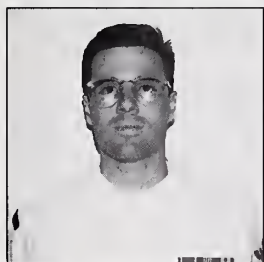
Opticalman 3rd Class Annie Hancock was selected for the Nurse Corps Option of the Broadened Opportunity for Officer Selection and Training program (BOOST). Hancock, from Portland, Ore., will report to the Naval Education and Training Center, Newport, R.I., for training.



Aviation Boatswain's Mate (Aircraft Handler) 3rd Class Torrance Gardner was awarded a Navy Achievement Medal after he extinguished a fire in Hanger Bay 2 aboard the California-based nuclear-powered aircraft carrier USS *Carl Vinson* (CVN 70). Gardner, from Washington, D.C., currently works with V-3 division which fuels *Vinson's* fighters.



Roger Stensland was awarded the Meritorious Civilian Service Award for developing alternative repair procedures in maintaining Commander Naval Air Force Pacific E-2 and C-2 readiness. The Lakeside, Calif., native is a Naval Aviation Depot North Island cognizant field activity engineer on the E-2/C-2 mechanical systems program.



Dental Technician 3rd Class Mark A. Beckwith was selected as Commander Naval Coordinator Mid-South Junior Sailor of the Quarter for 2nd Quarter FY95. Beckwith, a native of Defiance, Ohio, was selected for personal dedication, professional achievement and public relations efforts. Beckwith is assigned to Branch Dental Clinic, Naval Air Station Memphis, Tenn.



Yeoman 3rd Class Stephanie A. Joiner was selected as *Shippingport* (ARDM 4) Sailor of the Year. Joiner, a native of Warner Robins, Ga., set the following goal for herself, "I want to be the first female Master Chief Petty Officer of the Navy or complete the Enlisted Commissioning Program."



Seaman Linda Carol Brookins was selected as USS *Simon Lake's* (AS 33) Seaman of the Quarter for 1st quarter 1995. Brookins, a Dallas native, attributes her success to her philosophy of, "Know what you want, how to get it and let nothing stand in your way." She plans to get a bachelor's degree in science and apply for the Medical Enlisted Commissioning Program in 1996.

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EM2 Jimmy Ford, from Copperas Cove, Texas, cleans the ship's bell in preparation for a change of command ceremony on board USS *Bremerton* (SSN 698), at Pearl Harbor. Photo by PH1 Don Bray, NAVSUBASE Pearl Harbor.



ALL HANDS

MAGAZINE OF THE U.S. NAVY



JOHN C. STENNIS
ON THE WEB

NOVEMBER 1995

ROBERTSON

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BUDS

Photos by PH2 Scott D. Sagisi



Members of the Basic Underwater Demolition/Seals (BUDS) Class 201 hit the beach in a variety of ways, from running four miles in formation to "surf passage" training. BUDS training takes place at the Special Warfare Center, Naval Amphibious Base, Coronado, Calif.

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November 1995, Number 943

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Naval Academy freshman leads by example on the basketball court.

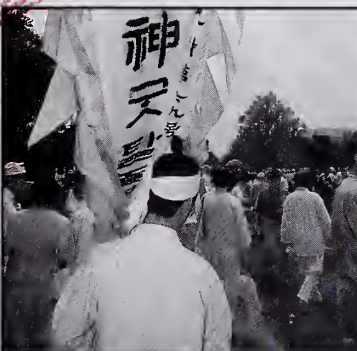
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Set sail with *Marco Polo* '95

Students, teachers join up with the Navy to learn about oceanography and follow in the footsteps of Marco Polo.



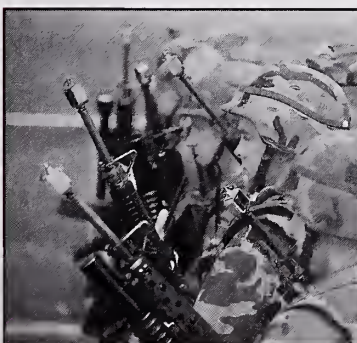
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On the Cover

Front Cover: John C. Stennis (CVN 74) is the first carrier to establish a home page on the Internet. Art created by DM3 Brian R. Hickerson.

Back Cover: DT2(AW) Kevin K. Covington is a dental technician with Commander 3rd Fleet. Photo by PH2 Ted Banks.

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Charthouse

Return of families to Guantanamo Bay approved

Chief of Naval Operations ADM Mike Boorda recently announced the phased return of military and civilian family members to Guantanamo Bay, Cuba.

"You have all done a fine job taking care of the evacuee families," said Boorda. "Please continue to provide maximum assistance to the families as they complete the final phase of the Gitmo evacuation. Thanks for a great job."

Once the FY96 Defense Appropriation Bill is approved, families with no dependent children will travel to Guantanamo Bay. Families with dependent children may return beginning Dec. 1. The controlled returns are based upon overseas

suitability screening, dependent entry approval and port call authorization. Evacuees will be given first priority.

"The return of the families to Guantanamo Bay ... is the right thing to do for our people," said ADM William J. Flanagan Jr., commander in chief, U.S. Atlantic Fleet. "It provides for the most cost effective manning, and is a key quality of life element for our Sailors stationed at Guantanamo."

In August and September 1994,

families were relocated from Guantanamo Bay Naval Base to the United States after a large influx of Haitian and Cuban migrants forced a shift in base resources. Now, nearly all Haitian migrants have been repatriated. Future plans for the base call for a gradual reduction in military manning and a scaling of facilities to fit a revised mission.

Guantanamo will serve as a logistic facility, supporting air and sea operations in the Caribbean and limited joint exercises.

Prior to the shift to migrant operations, base military manning was at 2,100 personnel. Current manning will be at 1,300

personnel.

Military members and civilian employees in Gitmo should contact their command for further guidance. Family members with questions may contact the Guantanamo Bay Families Support Office at 1-800-255-3808. The Chief of Naval Personnel will release a NAVADMIN shortly with further guidance on procedures and entitlements.



New homes ease housing crunch

Military families ordered to the San Diego area, or those already on the Navy's family housing lists there, will soon have several new alternatives when choosing where to reside. The Navy is building 985 new townhomes at six San Diego construction sites in Santee, Lakeside, Mira Mesa, Chesterton and Chollas Heights.

Another housing development has been proposed for Naval Training Center property which will become available because of a 1993 Base Realignment and Closure Commission decision. The plan calls for up to 500 townhomes to be built on 87 acres set aside by the San Diego City Council.

Some of the new townhomes are expected to become available this year, with the remainder to open before 1998.

USO-Grams provide rapid mail service

What happens when the information highway meets the regular mail service for deployed ships? The result is USO-Grams.

They're fast, low-cost letters that keep Sailors in touch with loved ones. The letters travel from home to ship and back by computer and satellite in

just a short time.

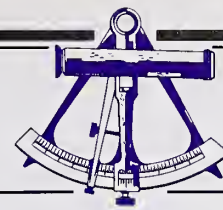
USO-Grams are non-emergency personal letters sent electronically through a ship's satellite communications system. A one-page letter costs \$3 to send to or from a ship.

To send a letter to a loved one, purchase a special diskette from USO Centers, the ship's store or a Morale, Welfare and Recreation (MWR) office. After writing the letter, save it to the disk and return it to the USO Center or MWR representative. The letter is

then sent to or from the ship using the Streamlined Automated Logistics Transmission System (SALTS).

The message is received at the other end in about two hours and the addressee is notified. The system is cheaper than Class E-messages and much faster than regular mail.

To receive a disk or more information, call (703) 934-8130 or write USO Gram Program Office, 10089 Lee Highway, Fairfax, Va. 22030-1734.

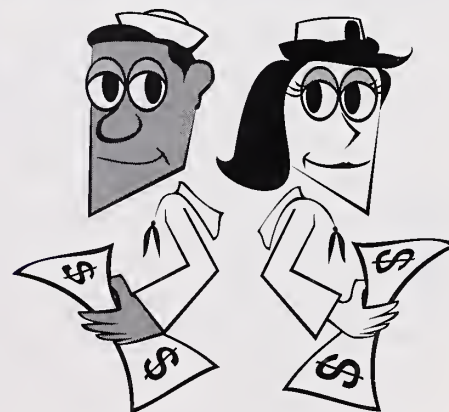


Proposed annual uniform clothing allowances increase

The FY96 annual enlisted clothing allowance is expected to rise slightly for both men and women.

The standard replacement allowance for E-1 through E-6 men is expected to rise from \$284.40 last year to \$291.60. For E-1 through E-6 women, the allowance is expected to rise from \$263.60 last year to \$370.80. The larger increase for women is due to additions to their basic seabag. A basic allowance equal to 70 percent of the standard allowance is paid to Sailors for the first three years of service.

An annual clothing allowance is provided to all enlisted members, allowing them to replace seabag clothing items that have reached the end of their useful life. The proposed allowance increase has been submitted as part of the FY96 defense budget which must be approved by both houses of Congress and signed by the President before becoming effective.



Sea tours shortened for 19 rates

A Bureau of Naval Personnel (BUPERS) review of sea/shore rotation has resulted in 19 fewer rates having 60-month sea tours.

The periodic review is done by BUPERS personnel planners and helps maintain proper manning levels throughout the Navy. The new rotation will result in 34 rates with 60-month tours, down from the current 53 rates. The last review was completed in 1993.

The following rates and ranks dropped below 60-month sea tours: BT1, DCC, DCCS, DS2, FC2, GSM1, IC2, MA1, ML2, MR2, NC1, OS1, PC1, PM2, SH1, STG2, SMC, SMCS and SMCM.

Current projected rotation dates (PRDs) will change beginning June 1996, since personnel with PRDs through May are already in the detailing window.

More information is available in NAVADMIN 179/95.

Shore-based senior enlisted members are authorized subsistence allowance

Shore-based senior enlisted members, E-7 and above, are now automatically authorized basic allowance for subsistence, regardless of dependency status.

The change aligns Navy policy with the policies of the other

services. This update is effective immediately, but cannot be applied retroactively.

Current law does not allow this entitlement to be extended to members on sea duty.



Following a traditional first salute, ENS John Stoner greets Marine Corps Staff Sgt. Irving Anderson who served as drill instructor for Stoner's Seaman to Admiral OCS class.

Seaman to Admiral program graduates its first class

Story by CWO2 Jim Boyle and JO3 Marie Batman, photos by PH1 Jim Wiltraut

In the early 1960s, a young petty officer first class, eager to advance his naval career, took a step that changed his life and affected the entire U.S. Navy. Personnelman 1st Class Jeremy Michael Boorda became part of the Navy's Integration Program in 1962 and has since risen to become the first Chief of Naval Operations to have started his career in the enlisted ranks.

In April, 43 other former enlisted Sailors embarked

on the first step of a journey that could have similar results.

While the Integration Program was discontinued a couple of years after now-ADM Boorda was commissioned, its influence lasted for decades. The day after he became CNO in 1994, Boorda launched a new program that would once again provide the opportunity for outstanding enlisted Sailors to obtain a commission and pursue careers as unrestricted line officers.

ALL HANDS



◀ Officer Candidates John Stoner (center) and Clayton Mason (right) lead Officer Candidate School class members during morning parade. Intense military training is a major part of OCS.

▼ Officer Candidate Clayton Mason readies his uniform prior to his commissioning as a member of the first class of the Seaman to Admiral program.

The first class of the new Seaman to Admiral program completed its Officer Candidate School (OCS) training at Naval Air Station, Pensacola, Fla., in July of 1995. Boorda, the commissioning officer, told the graduates they have something special to offer the Navy, and their enlisted experience should help them be especially good leaders.

Many of the new ensigns apparently agree with the admiral's assessment. ENS John Stoner of Ansonia, Conn., says having worked for officers for years has given him an appreciation of what he likes and what he doesn't. The former chief machinist mate said, "Being prior enlisted gives you a broader outlook about leadership in the Navy."

During his graduation remarks, Boorda said the success of the individuals involved would not be measured by the number of stripes or stars they accumulate as naval officers but by, "what you do with them along the way." He told the new ensigns that his decision to start the program was based on his feelings that, "people should have the opportunity to excel, and be all they can be, even if they don't get a perfect or traditional start."

Boorda may have been speaking specifically of ENS Clayton Mason of Macomb, Ill. Eager to receive a commission, and previously unsuccessful in making rank, Mason, then a surface sonar technician, was seriously considering leaving the Navy to pursue his baccalaureate degree. However, all of that changed when his commanding officer informed him of the Seaman to Admiral program.

The Seaman to Admiral program requires candidates



to be a petty officer 2nd class or above, with a minimum of four years active-duty service. The Navy's newest ensigns were drawn from more than two dozen Navy enlisted specialties. The CNO stressed his desire to give the candidates a chance to demonstrate to others that "quality enlisted service, study and dedication can get you there."

Marine Corps Staff Sgt. Irving Anderson, the senior drill instructor for OCS, and the man responsible for the military training of the Seaman to Admiral candidates was pleased to have been assigned to the historic class. He said the former enlisted Sailors set an outstanding example for other OCS classes about "the way things should be done." He said their boot camp

► ENS Edward N. Kelly (right), a graduate of the Seaman to Admiral program, receives this commission from CNO ADM Mike Boorda.



training taught them how to follow. OCS taught them how to lead. Anderson was confident the strong Navy background the candidates had going into the program would make them stronger leaders going out.

The newly commissioned ensigns will be assigned to various naval warfare communities and will continue with specific professional training. Following successful completion of initial sea duty and warfare qualifications, the officers will be administratively screened for selection to a bachelor's degree program at the Naval Postgraduate school.

A college degree and a commission were major incentives for ENS Scott Fairbanks of Dansville, Mich., and the Seaman to Admiral program fit the bill. One of his goals is to fulfill his former commanding officer's desire, "to see you in my wardroom some day."

Only one Seaman to Admiral class is authorized each fiscal year, and a special board was convened by the CNO in September to screen candidates for the class of 1996. ‡

Boyle and Batman are assigned to the public affairs office, Chief of Naval Education and Training (CNET), Pensacola, Fla. Wiltraut is a reservist assigned to CNET for ACDUTRA.



▲ Dress whites and an officer's sword get special attention from Officer Candidate John Stoner who, along with a fellow candidate, prepares for his upcoming commissioning.

Quartermaster becomes an officer

Story by JO1 Austin Mansfield

For many people, "acing" their advancement exam would be the pinnacle of their career. For ENS Jerris L. Bennett, it was just another milestone in what promises to be a long and successful career.

When featured in the December 1993 issue of *All Hands*, Quartermaster 2nd Class Bennett had just made QM1 after scoring 80 points — a perfect score — on his advancement exam. This rarely achieved feat spurred Bennett on to higher achievement: selection for the Seaman to Admiral program.

After a few weeks in Officer Candidate School (OCS), Bennett developed a stress fracture in his right leg, setting him back to the next class. For the next eight weeks he ran on a broken leg, determined to make it through OCS. "While the other guys went out on liberty, I spent each weekend putting ice on my leg," said Bennett.

While running was the most difficult aspect for Bennett, it seemed the academics were most difficult for the other candidates in his class. "Being prior enlisted was a big advantage," Bennett said. "You find yourself being an after-hours instructor for the college students who have been in the military for only a few weeks."

The youngest of five children, Bennett has two brothers currently on active duty — Roy, a gunnery sergeant at Camp Lejeune, N.C., and John, a chief data processing technician at Naval Security Station, Washington, D.C. His father, retired Army Chief Warrant Officer 2 Jerris J. Bennett, administered the commissioning oath in a private ceremony following the ensign's OCS graduation.



ENS Jerris L. Bennett with his parents Mr. and Mrs. Jerris J. Bennett.

The new officer has some sage advice for other enlisted Sailors who may be thinking about commissioning programs. "Just do it. But be prepared to give 100 percent. You can't make it through this program giving any less than that.

"They stress teamwork, discipline and motivation. Even during pushups we had to shout 'teamwork' in one position and 'discipline' in the other," Bennett said.

It seemed Bennett had an abundance of those traits before he entered the Seaman to Admiral program. The commissioning of this former quartermaster may prove to be yet another pinnacle in a career studded with success.‡

Mansfield is assigned to Chief of Naval Education and Training (CNET), Pensacola, Fla.

The first Seaman to Admiral graduates

ENS Claude W. Arnold Jr., Fairhope, Ala.; ENS Donald L. Gaines, San Diego; ENS Michael A. Harbison, Cincinnati; ENS Gary F. Keith, Louisville, Ky.; ENS Clayton J. Lang, Santa Rosa, Calif.; ENS John R. Reinertson, Harrodsburg, Ky.; and ENS Erik M. Thors, Pacifica, Calif., will be assigned to Naval Air Station, Pensacola, Fla., to begin flight school.

The following graduates will be assigned to Newport, R.I., for Surface Warfare Officer School: ENS Edmond A. Aruffo, Philadelphia; ENS Glenn A. Beisert, Cypress, Texas; ENS Darrin Branson, Dalton, Mass.; ENS Elizabeth M. Brown, Toledo, Ohio; ENS Donna I. Coccodrilli, North Massapequa, N.Y.; ENS Michael F. Davis, Middleburg, Fla.; ENS Scott D. Fairbank, Dansville, Mich.; ENS

Christopher G. Follin, Sumter, S.C.; ENS Jeremy J. Hawks, Port Jefferson, N.Y.; ENS Brett C. Hershman, Norfolk, Neb.; ENS Brent A. Holbeck, Brimson, Minn.; ENS Ricardo F. Hughes, Pensacola, Fla.; ENS Nicholas S. Kakaras, New York City; and ENS Duane E. Lambert, Gaithersburg, Md.

Also slated to attend Surface Warfare School are: ENS Paul A. Maddox, San Antonio; ENS Clayton E. Mason, Macomb, Ill.; ENS Scott C. McClelland, Walla Walla, Wash.; ENS Mitchell K. O'Conner, Syracuse, N.Y.; ENS James R. Poland, Ludowici, Ga.; ENS Sean X. Rush Sr., Tallahassee, Fla.; ENS Derek O. Sanders, Houston; ENS Nancy E. Schmidt, El Segundo, Calif.; ENS Aaron D. Shelton, Pagosa Springs, Colo.; ENS James R. Sposato, Vineland, N.J.;

ENS John D. Stoner Jr., Ansonia, Conn.; ENS Robert W. Stover, Franklin, Ky.; ENS Eric J. St. Peter, Washington, D.C.; ENS Gabriel A. Varela, Phoenix; ENS Michael Vecerkauskas, Wilkes Barre, Pa.; ENS Carlos R. Williams, Placerville, Calif.; and ENS Kelly S. Williams, Greers Ferry, Ark.

The following will be assigned to Navy SEAL teams: ENS Matthew J. Burns, Metuchen, N.J.; ENS Mark W. Ellingson II, Washburn, N.D.; ENS Francis G. Franky, Medellin, Colombia; and ENS William R. Sutton, Roan Mountain, Tenn.

ENS Edward N. Kelly of Pittsburgh, will be assigned to Navy-Marine Corps Intelligence Training Center, Dam Neck, Va., to become a naval intelligence officer.

Protecting natural resources

Birds near top of pecking order

Story and photos by JO1 Ray Mooney

If you weren't looking for them, you'd squash them like bugs: tiny speckled eggs nestled in a little hollow of sand, in the middle of a busy naval air station.

The eggs will eventually be California least terns, a federally-protected endangered species, and one of several bird species under the watchful eyes of biologists at Naval Air Station North Island, San Diego.

"We're up to 58 tern nests this year at North Island, which is the highest it's been in a number of years," said Elizabeth Copper, a wildlife biologist contracted to monitor the Navy's least tern and snowy plover programs in the San Diego bay area. That nest number is up from six in 1987, a year following major development and inadvertent habitat destruction on the air station.

"There are only four or five young fledglings so far, [which means they have reached the age where they will fly.] That's our gauge of success."

The tern nesting site

at North Island, one of three managed by the Navy in the San Diego bay area, hardly seems a likely setting for eggs and baby birds. The asphalt- and sand-covered empty lot is an abandoned helicopter landing site, now fenced in and cleared of vegetation annually by a nearby SEABEE unit.

The San Diego least tern sites have accounted for as many as 70 percent of the region's fledglings in a year, according to Tim Burr, another Navy wildlife biologist in the San Diego area. That's quite an accomplishment, considering the North Island site is surrounded by an unnaturally high number of predators, from feral cats to sea gulls and ants.

"Back in 1989, there was a big problem with ants actually getting into

► A burrowing owl stays close to home near the golf course at Naval Air Station North Island. Lawn mowing created the short-grass, prairie-like habitat that attracted the owls in the first place. Lawn mowing then inadvertently caved in the owl burrows each time the lawns were cut.



▲ Least tern eggs rest only a few yards away from rumbling Navy aircraft at Naval Air Station North Island. The nest is a slight depression in the sand and will be abandoned within hours after the eggs hatch.

eggs and killing the embryo, as well as killing the chicks," said Clark Winchell, the wildlife biologist at the air station. Now, through an agreement with the University of California at Riverside's entomology department, the ants are monitored and controlled.

"There are actually four programs we actively manage here at North Island," said Winchell. In addition to the terns, there are burrowing owls, herons and snowy plovers.

"The burrowing owl program



actually grew out of the California least tern program," Winchell said. "It started five or six years ago, because burrowing owls prey on least terns. What we wanted to do was tag the owls and see which ones were bothering the tern colony."

What biologists soon discovered was that lawn mowing caved in the owl burrows and wiped out the population. According to the Migratory Bird Treaty Act of 1918, it's a federal crime to destroy the owl nests, although the species isn't listed as threatened yet.

"Marking the nests with PVC pipes forces the lawn mowers to drive around the holes. We're at our best year ever," Winchell said. They've gone from 10 or 12 nests five years ago, to more than 30 nests today.

Great blue herons and black-crowned night herons also have a spot reserved at North Island, occupying the upper reaches of two

▼ Wildlife biologists for the Navy, band and weigh a least tern chick at NAS North Island. The chick is about two-and-a-half weeks old, weighs 36 grams and will be flying in just a few days.



large trees along the waterfront.

"First of all, it's just prudent wildlife management to look after more than just the species protected by law," said Winchell. The herons at North Island are not an endangered species, but leg-banding and tracking their natural history establishes a precedent that will help the biologists defend the birds if they are threatened by habitat destruction or disease.

"Monitoring the snowy plover began a couple years ago and the Navy led the charge, knowing the plover was likely to be listed [as a threatened species]," Copper said. "The Navy was sensible enough to go ahead and start gathering information before it was listed, so they would have some idea what kind of problems they were facing."

At Naval Amphibious Base Coronado, Calif., just up the road from NAS North Island, last year's plover productivity was among the best in California, according to Copper. "At North Island, we're still trying to find out where they nest. They're hard to find, hard to see and there aren't as many, but once we find them we've already



▲ Black-crowned night herons and great blue herons occupy the uppermost branches in these trees at North Island. The heron displayed prominently here is a black-crowned night heron.

learned a lot about what's required to protect them."

The Navy's biologists agree it's easier to work with a species like the burrowing owl, whose numbers aren't seriously threatened, than to rebuild a drastically reduced population. "When the species is [near extinction] your options are very limited as to how you're able to recover it," Burr said. "We want to look ahead before things get to that level. It's much more difficult to design recovery programs for endangered species than it is to raise the population of the bird before it's in trouble."

They're working at both ends here, vigilant against threats to both the strong and the fragile, aware that neither can stand alone against the one almost insurmountable predator – us. ‡

Mooney is a San Diego-based staff writer for All Hands.

OPERATION STAND DOWN STANDS UP FOR HOMELESS VETS



Story and photos by JO1 Ray Mooney

Sunny San Diego. Site of warm breezes, cool beaches and millions of tanned and toned Californians. At least, that's what the travel brochure says. It doesn't mention the 7,000 homeless people, 2,800 of whom are military veterans, according to the San Diego Vietnam Veterans Association.

Operation *Stand Down* '95 was an effort by various veterans groups and Navy and Marine Corps volunteers to help some of these former service members. "It's an annual event and this is its eighth year," said Aviation Electrician's Mate 1st Class (AW) Robert Watkins, security chief for the local event. "Six-hundred-fifty homeless people are brought into the

camp and they're given food and a place to sleep. They receive assistance for legal problems and job counseling to help get them back on their feet."

Navy health professionals provided medical and dental care. According to ENS Suzanne Desrochers, a pediatric nurse at Naval Medical Center San Diego, "We have everyone come in and we ask what their complaints are. We give them a physical exam, listen to their lungs and check their mental status. If there's anything we can do here on the spot, we do it," said the Springfield, Va., native.

"Every year they have this program available and I try to come out to do a little good for the community,"



▲ A banner at San Diego High School welcomes homeless vets to Operation *Stand Down* '95.

◀ LCDR Glenn A. Munroe, from Ann Arbor, Mich., checks the teeth of a homeless veteran. Munroe is a staff dentist at Naval Medical Center, San Diego.

◀◀ HM2 Franklin Sorrell, from Salem, N.J., draws blood for an HIV test on a homeless veteran during Operation *Stand Down* '95. Sorrell is stationed at the Branch Medical Clinic, Naval Training Center, San Diego.



The sight of his former shipmate in such dire straits taught the Cleveland, Miss., native a lesson. "That told me that you only have to make one or two bad decisions, and that could be me. That hurts."

Desrochers, who identifies herself as both a resident of the San Diego community and a future veteran, feels honor-bound to do what she can for this cause. "These are veterans — people who have served our country. I feel it's my duty to come out and help."

While these veterans certainly appreciate new shoes and hot meals, some are here to satisfy a need that goes beyond the realm of the physical. "I know a lot of people come here because they need the help, and I'm one of them, but it's not just that," said Paul Williams, a former Marine who served in Vietnam. "We come here for the brotherhood, the camaraderie. It's the way people should be toward one another. You shouldn't just have to be in a military environment to get it."

That sense of camaraderie pervades the site at San Diego High School. There is a special bond between the helpers and the helped. Although none of these volunteers acknowledge this could happen to them, both Williams and Desrochers echo the same sentiment: "If it's ever needed, I hope someday, somebody is going to be there for me." ‡

said Hospital Corpsman 2nd Class Franklin Sorrell, as he drew blood from a homeless vet for an HIV test. "Some people may not get this testing because of their circumstances, and I'm just happy to do it."

Operation *Stand Down*, conducted nationwide at various sites, held a special note of inspiration last year for AE1(AW) Amos Bailey, a member of the security force. "I came out here last year and there was a homeless guy I served with back in 1977. He was ranked No. 1 at his command, a first class aviation ordnanceman, was ready to make chief, then got busted for drugs."

Mooney is a San Diego-based photojournalist for All Hands.

Navy officer lets the good times row

Story and photos by JO2(AW) Michael R. Hart

When you look at LT Dale P. Hurley, you're not overwhelmed by his physical presence. He looks more like a yuppie suburbanite, than a world-class rower.

Examining Hurley closer you notice his lean and wiry 6-foot-1-inch frame. His shoulders, thighs and calves are well-defined from years of rowing. Veins stand out on his forearms like miniature waterways. His 159 pounds give way to just a smidgeon of body fat.

Hurley, a five-time member of the U.S. Lightweight National Rowing team, is stationed at Commander, Logistics Group Detachment, Earle, N.J. Currently, he's on a TAD assignment in Philadelphia where his mission is training for the World Rowing Championship Games in Tampere, Finland. "My command is extremely supportive," said Hurley. "I have a duty to do well. There's just no question. I've got to produce."

The Philadelphia native and his partner, Ross S. Flemer, train twice a day, seven days a week under the direction of Ted A. Nash, a former Olympic Gold Medal rower who's also coached many Olympic medal winners. They're on the water from 6 a.m. to 8 a.m., then again at six in the evening, rowing 20 to 24 miles a day. Weightlifting is also part of their routine — three times a week.

Hurley doesn't seem to mind the strenuous regimen. "If it were easy



LT Dale P. Hurley, a member of the U.S. Lightweight National Rowing team, trains twice a day for the World Rowing Championship Games in Tampere, Finland.

everybody would be doing it," he said. His easy going, reserved demeanor, however, is a stark contrast to his unparalleled work ethic. "He's truly a joy to work with," said Nash after completing a morning workout. "Dale is a gem. His work ethic is unbelievable. Sometimes I have to make him stop training."

Hurley's love for rowing comes from his high school days as a relay swimmer. "I liked the relays because everyone worked together as a team and rowing is the same thing," said Hurley, whose rowing career began in 1985 at the Naval Academy. "When I'm rowing, I not only feel my power, but also the people rowing with me. We work and feed off each other."

Hurley and Flemer, along with many other Olympic hopefuls, train on the Schuylkill River in northeast Philadelphia. They effortlessly maneuver their long, graceful boat through the water. The only evidence of exertion is the blanket of sweat on their faces. The only evidence of imperfection in their rowing — at

ALL HANDS



◀ Weight training three times a week is also part of LT Hurley's strenuous workout schedule. Here, he performs some bentover rows to strengthen his shoulders and arms.

▶ Hurley and his partner, Ross S. Flemer, get a game plan for their evening workout from coach Ted A. Nash, a former Olympic Gold Medal rower.



The Hurley File:

- Name: Dale P. Hurley
 Rank: Lieutenant
 Born: July 19, 1967
 Place of birth: Alexandria, Va.
 Rowing Career Highlights:
 1989 — 4th place at U.S. Elite Nationals (Lightweight Pairs)
 1990 — Bronze medalist at the Olympic Festival
 — U.S. National Lightweight Rowing team member
 1991 — Silver medalist at the Elite Nationals (Lightweight Four-man, Lightweight Eight-man)
 — U.S. National Lightweight Rowing team member
 — Bronze medalist at World Lightweight Rowing championship
 1992 — U.S. National Lightweight Rowing team member
 — 5th place at the World Lightweight Rowing championship
 1994 — Member of first-place, eight-man team in Henley Royal Regatta
 — U.S. National Lightweight Rowing team member
 — 5th place at the World Lightweight Rowing championship
 1995 — 1st place at Elite Nationals (Heavyweight Pairs)
 — 2nd place at Elite Nationals (Heavyweight Four-man)

least to the untrained eye — is from Nash, who bel-lows technical instructions through a bull horn from a nearby motor boat.

The rowers make the necessary corrections throughout their workout, seemingly oblivious to the pain. "Rowing is like a runner's high," said Hurley. "You get going and start pushing yourself to the limit, but you keep on pushing. It's an unusual sport," he said. "I look at myself from the outside in and ignore the pain and become part of the motion."

After 10 years of rowing, the lieutenant doesn't see himself rowing competitively much longer. "Maybe two more years," he said. How does he want to end his career? "Winning an Olympic Gold Medal. That's my goal. Everybody hopes ... [to be] ...the very best. I think this sport gives me the opportunity to say I was a world champion." ‡

Hart is a photojournalist for All Hands.

NOVEMBER



Swish

Middie pops net at Olympic Festival

Story and photos by JO1 Ray Mooney

**Michael Jordan • Patrick Ewing
Shaquille O'Neal • Charles Barkley
Michael Heary**

OK. Maybe you've never heard of that last guy, but he's still worth mentioning. Their common bond? They've all pounded the hardwood at the U.S. Olympic Festival basketball competition. This year's crop, made up of college freshman and a few high school seniors, included Midshipman Michael Heary, a shooting guard from the U.S. Naval Academy, Annapolis, Md.

"I never thought, coming out of high school and going to the Naval Academy, that I'd be here playing in this

type of event,"

Heary said.

But his numbers tell a different story. He came off the

bench at Annapolis last year to score a freshman record 382 points for a 13.6 game average. That was good enough to get him named to the Patriot League All-Rookie Team and spark some national interest.

"About December or January during the season, my coaches had me fill out a questionnaire for the Olympic Festival," Heary said. "I thought it was probably a long shot, being from the Academy and

competing against players from all these other big-time programs." He was wrong. The good news came shortly after the NCAA tournament, which the Navy was one victory short of attending.

After spending three weeks this summer with the Marines in Quantico, Va., as part of his introduction to military life, Heary showed up in Denver where his

East squad, led by Massachusetts head coach John Calipari, played teams from the North, South and West.

At 6 feet 5 inches tall and 200 pounds, Heary was a role player last year at Annapolis, coming off the bench at shooting guard or small forward. When that same task was required of him in Denver, he accepted it. "My minutes are a lot less here, and I'm not really a go-to guy on this team, but I came off the bench all year as the sixth man at the Academy. I know the mind-set you need coming off the bench — when you have to get

your shot and do your thing."

"He's a terrific young man," Calipari said of the future Navy officer. "He has good court awareness, he shoots the ball well. He's very aggressive and active, and if he doesn't get a lot of minutes he takes whatever you give him and makes do. He's going to show you that he should be playing more. You always want players like that on your team."

The East squad won two of their three games before the medal round, including a heart-pounding overtime



Michael Heary is ready to make a move for the basket during competition at the U.S. Olympic Festival. Heary scored a freshman record 382 points for a 13.6 game average last year at the Naval Academy.



◀ Naval Academy shooting guard/small forward Michael Heary warms up with the East team during the 1995 U.S. Olympic Festival in Colorado Springs, Colo.

▼ Michael Heary on representing the Naval Academy at the U.S. Olympic Festival: "... being from the Academy, representing America is a very patriotic feeling. Being a part of all this is a real honor."



▲ At 6 feet 5 inches tall and 200 pounds, Michael Heary has good court awareness, is very aggressive and shoots the ball well, according to his U.S. Olympic Festival basketball coach, John Calipari.

victory over the South that put the East in the gold medal game. The East squad settled for a silver medal when the North sank a buzzer-beater that ended the competition. It's the seventh silver medal the East squad has taken in U.S. Olympic Festival basketball competitions. Although the teams are different every year, the East is 0-7 during gold medal games.

Still, there's more to competition than winning. Heary averaged only 14 minutes, but 5 points a game during the 40-minute contests at the Olympic Festival.

NOVEMBER

The experience itself was something he'll always treasure. "The thing for me was, being from the Academy, representing America. It's a very patriotic feeling, being a part of all this. It's a real honor."

According to Calipari, "He's more of a quiet leader rather than a rah-rah guy. He leads by example — by working hard, being on time — doing the things he's supposed to do. Those [are the] kinds of things you can count on and leadership is about counting on people. You know he'll be there for you." †

Mooney is a San Diego-based photojournalist for All Hands.



Toons

Editor's note: All Hands received more cartoons than we expected, so we thought we'd keep printing them. If you draw cartoons, please send them to us and we'll see if we can work them into the magazine. For more information call us at DSN 288-4171/4182 or (202) 433-4171/4182.

OS2 J. Romulus of New Rochelle, N.Y., is assigned to USS Anchorage (LSD 36).

HM3 Robert Creager assigned to Naval Hospital Pensacola, Fla.



"WE'RE OUT OF FLIGHT LINE...BUT, ENGINEERING SHOULD HAVE THE RELATIVE BEARING GREASE."

NAVY HUMOR




Set sail with Marco Polo '95

Story by LCD Wendy Hamme,
photos by Adam Buchanan

Even before there was a United States Navy, there was a quest for knowledge of the sea. Navigation and safe passage through the waters of the world were a primary concern. Today, naval oceanography echoes that same need — to understand the dark, cold waters of the world's oceans, and how they affect and interact with the atmosphere.

In 1990, then Oceanographer of the Navy RADM Richard Pittenger, wanted to share the knowledge the Navy had gained during the last 200 years with young Americans. Together with Gilbert Grosvenor, President of the National Geographic Society, he developed a program to put teachers and American middle school



AG2 Julie Brown (left) and a Marco Polo student launch a weather balloon from the deck of USNS Kane (T-AGS 7).



▲ *Marco Polo* '95 students and teachers on the deck of USNS Kane.

► AGC (AW) Jim Richmond and student Nicole Traxel check wind speed and direction before a weather balloon launch aboard USNS Kane.





◀ "Bull" Ensign Chris Giordano, a Bay St. Louis, Mo., native assigned to the Naval Oceanographic Office, teaches *Marco Polo* students Holly Patchell (left) and Patrick Wilson, both from West Virginia, how to chart and navigate a course in USNS *Kane*'s survey control room.

▼ AG2 Julie Brown and student Lehua Hauanio, of Hawaii, prepare the instrument package for a weather balloon launch. The package, known as the radiosonde, will sense the temperature, pressure and winds aloft.



students on Navy oceanographic ships working overseas. They named their idea Project *Marco Polo*, after the 13th century explorer.

Students from Hawaii, Wisconsin, West Virginia and Mississippi were brought together last summer aboard USNS *Kane* (T-AGS 27) sailing from Naples, Italy, to Souda Bay, Crete.

"Participating in this program has been the absolute highlight of my teaching career," wrote Kirsten Stromgren, a teacher from Hawaii in a letter to Oceanographer of the Navy, RADM G.W. Davis VI. "It will bring the subject matter into life for my students."

Students performed navigation, ocean-bottom mapping, biological sampling, meteorological observations, physical and geological oceanography and learned basic nautical skills and seamanship. All of the information they collected will be processed for inclusion in the Navy's oceanographic data bases to support worldwide military operations.

On land the group explored the Italian and Greek mix of people, cultures, politics and religions, as well as the complex influence of geography in the history of both countries.

"I won't forget anything I learned on this trip," said 13-year old Nicole Traxel of Brookfield, Wis. "I can't

wait to graduate high school so I can work more in the field of biological oceanography!"

The program offers greater exposure of the Navy's ocean survey work, which is vital to the safe and effective operation of U.S. ships. It also adds a vital oceanic element to the National Geographic Society's 10-year campaign to restore geography to U.S. schools.

Participating students and teachers are chosen through the National Geographic Society's Geography Education Alliance. A science and geography education curriculum is developed each year, and each participating student and teacher is required to spend the following year addressing school and community groups about the importance of geography and science in education, and the Navy's role in ocean science. Teachers provide follow-up lesson plans in oceanography and geography which are then distributed to teachers across the country by the National Geographic Society.‡

Hamme is assigned to Fleet Imaging Center, Atlantic Combat Camera Det., Sigonella, Italy. Buchanon is a photographer hired for the program through the National Geographic Society. Some information was compiled for this story from the Oceanographer of the Navy's Marco Polo '95 Cruise Book.

A war remembered...



They came from all over the world to remember a war long forgotten. Korean War veterans gathered in Washington, D.C., recently, to be part of the dedication of the Korean War Memorial.

"I believe this is really a homecoming" said Levi Lucero, a former machinist mate 3rd class. Lucero was stationed aboard USS *Skagit* (AKA 105) as a throttleman in the engine room during the Korean War.

Lucero joined thousands of Korean War veterans as they reminisced with their former

comrades. "Sometimes it was fun, sometimes it was tense — very tense," said Lucero, a native of Las Animas, Colo. "We were there from the time [the war] started until it ended, and the average age of those who served was 18," he said. The war lasted from June 27, 1950, to July 27, 1953.

The Korean War Memorial is located on 2.2 acres of The National Mall, near the Lincoln Memorial, across from the Vietnam Memorial. Nineteen statues of ground troops marching toward the American flag

Story by JO2(AW) Alida Toler,
photos by PH3 Sammy Dallal



▲ Three former Korean War veterans proudly join dedication ceremonies.

◀◀ A visitor to the Korean War Memorial touches the etching of a soldier.

◀ President Clinton lays a wreath at the Tomb of the Unknown Soldier at Arlington Cemetery, Arlington, Va., honoring those who served and died during the Korean War. This ceremony launched the four-day commemoration for Korean War veterans and the dedication of the Korean War Memorial.





represent American and multi-national United Nations troops. The flag is surrounded by a reflecting pool at the highest point of the Memorial.

Directly behind the statues is a highly polished granite wall measuring 164 feet long. It contains photographic etchings of service personnel doing their jobs. These unidentified personnel are meant to be a haunting reminder of those killed in action. Visitors are allowed to take rubbings of the wall images. Many of the attendees at the dedication ceremony left pictures and personal mementos of fallen comrades or family members.

"I've seen some of the members from other ships that were there when I was. [Through this memorial,] we can [finally] relate to each other," Lucero said.‡

Navy personnel in the Korean War

—1,177,000 Navy served during the war;

—458 Navy officers and enlisted were killed in action;

—1,576 Navy personnel were wounded in action; and

—7 Navy members were Medal of Honor winners.

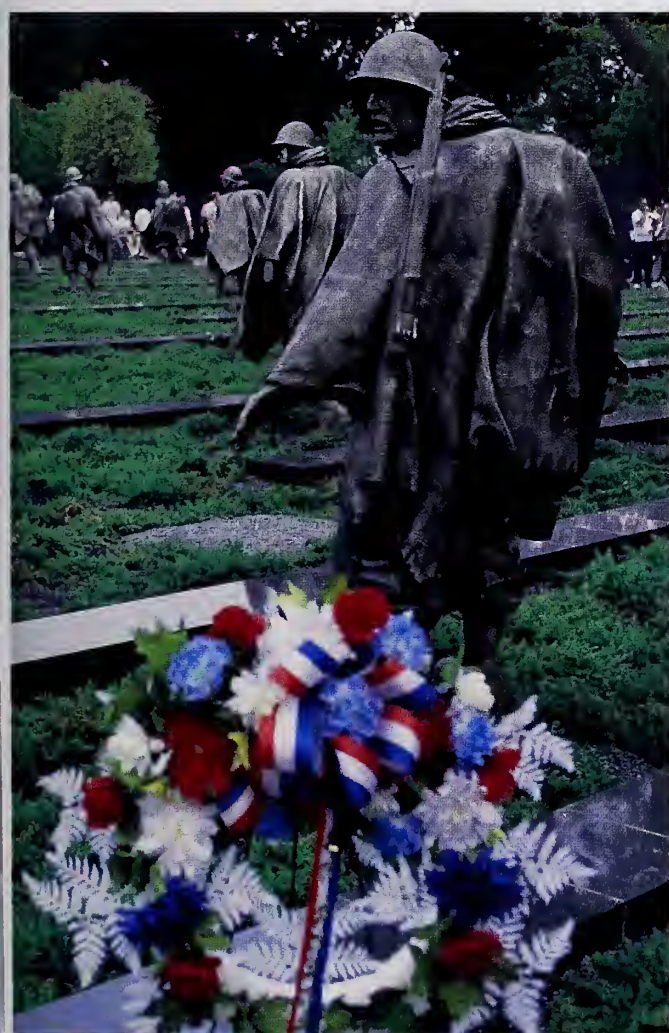
Toler is a staff writer for All Hands.

Source: Naval Historical Center
Designed by: Brian Hickerson



◀◀ The Navy Honor Guard solemnly marches during dedication of the Korean War Memorial.

◀ Korean band members wait for the dedication ceremonies to begin.



▲ A former Sailor celebrates during the commemoration of the "Forgotten War" and the opening of the Korean War Memorial.

◀ The 19 larger-than-life statues represent the multinational United Nations and American troops who fought the war on foot through grueling conditions. The formation of statues appears to march toward the American flag.

Carrier makes home port on Internet

Story by JOC(SW) V.T. Minton, photo by LT Bill Garlinghouse



VICE PRESIDENT SPEAKS AT CHRISTENING

Vice President Gore speaks at christening of JOHN C. STENNIS



John C. Stennis (CVN 74) is the first aircraft carrier to establish a home page on the Internet. "Net surfers" can reach the home page at the Navy Online web site, <http://www.navy.mil/> Then cursor down the list of topics and click on John C. Stennis (CVN 74) near the bottom of the Navy OnLine home page.

A home page is an interactive document that leads to other documents, photos, graphics, etc. This is done through hypertext, an effective way to organize links from one piece of information to the next. A surfer on the *Stennis* home page can move from one related subject, photo, graphic, etc., to the next by simply clicking on the highlighted subject.

The "surfer" who brings up the *John C. Stennis* USS JOHN C. STENNIS (CVN 74)

Welcome Aboard

- [Ship's Seal](#)
- [Commanding Officer](#)
- [Senator John C. Stennis](#)
- [Mission and Capabilities](#)
- [Facts and Figures](#)
- [The Building of an Aircraft Carrier](#)

Pictures of Construction

- [Governor of Mississippi Visits USS JOHN C. STENNIS \(CVN 74\) and USS GEORGE WASHINGTON \(CVN 73\)](#)
- [Vice President Gore speaks at Christening](#)
- [Mrs. Margaret Stennis Womble Christening the Ship](#)
- [Ship moves from dry dock to outfitting pier](#)
- [Ship moves from outfitting pier to catapult testing pier](#)

News Releases

- [TOL](#)
- [John C. Stennis Hall](#)
- [Crewmembers Return from Arabian Gulf](#)
- [CPO Induction](#)
- [JOHN C. STENNIS First Sailors of the Year Recognized](#)

Stennis's home page on the World Wide Web

home page finds a unique variety of information and photos, including a ship's "Mission and Capabilities" page. Click on the section labeled "Construction of an Aircraft Carrier" and the user can read about the intricacies of building a massive warship and see recent construction photos. Click on the section, "Ship's Seal," and find a full color seal and a synopsis of the significance of individual parts of the seal.

CDR Gregory J. Pitman, the ship's navigator, has been the home page's primary designer and implementer. "I started it because it was something fun to do, and the possibilities are basically limited only by the imagination," said Pitman. "The first version was a very simple document, and from there I had a lot of fun seeing what else I could do. My goal was to make *John C. Stennis* the first carrier with a home page on-line."

"Being the first carrier to have a home page simply signifies how this carrier has been operating all along," explained CAPT Robert Klosterman, the ship's commanding officer. "We've been very conscious about bringing this ship to the fleet with the most modern and up-to-date systems available. Since the Information Highway is an emerging technology, we've jumped aboard and plan to use it

to serve our internal and external audiences better."

The ship's public affairs office (PAO) will soon take responsibility for the home page and use it as an informational tool for friends and families of the ship. All news releases and associated photos will be inserted into the home page as they are released.

Informational documents such as Welcome Aboard brochures and Familygrams will be inserted as well. The page can also be used to keep the ship's families informed with timely updates about the ship's operations while at sea.

The PAO is also working closely with the *John C. Stennis* Center for Public Service in Mississippi to include biographical information about Senator John C. Stennis on the home page.

Senator Stennis served with eight presidents, beginning with Harry S. Truman in 1947 and ending with Ronald Reagan in 1988. His 41 years of consistent support for a strong military led to his recognition by President Reagan as "The Father of America's Modern Navy."

John C. Stennis will be the seventh *Nimitz*-class aircraft carrier. The 1,092 foot long carrier is under construction in Newport News, Va., and will be home to 6,200 Sailors once under way, with the air wing embarked. The ship is scheduled to be commissioned into the active fleet in December 1995.

Minton is assigned to the public affairs office, John C. Stennis (CVN 74) and Garlinghouse is the photo officer for John C. Stennis.



Most large commercial on-line services offer Internet access and provide the web browser software necessary for access. Here, Chris and Joey Garlinghouse of Virginia Beach, Va., keep up with news of their Dad's ship, through the *John C. Stennis* home page at <http://www.navy.mil>

Telemedicine

On board USS *Abraham Lincoln* (CVN 72)

Stories by JO1(SW) Mike Breeden, photos by PH3 Russell S. Cramer

When Airman Michael M. Cooper got under way for a WESTPAC cruise aboard USS *Abraham Lincoln* recently he had no idea that he'd have to undergo surgery at sea. As a result of a new neuro technology called telemedicine, Cooper's laparoscopic hernia operation went very smoothly. He was back to work within a couple of days with very little discomfort.

Telemedicine — the use of information systems technologies to assess patient conditions and guide treatment remotely — is a newly designed, cutting-edge method of improving medical care. It was made available to the ship during its current western Pacific deployment.

"We have performed five successful surgeries using these techniques since April. We performed the first laparoscopic hernia repair on board an aircraft carrier at sea two days after we left port," said LCDR (Dr.) Miguel A. Cubano, ship's surgeon.

"Since then, we have performed three more laparoscopic hernia operations and a doctor performed a circumcision under the guidance of a physician at Johns Hopkins University Applied Physics Laboratory (APL) in Baltimore, through the use of telemedicine." A fully-qualified, experienced surgeon was present on board ship to oversee the procedure.

Robert Stewart,

systems developer at APL, negotiated \$250,000 of satellite time for the ship for use in the research of the telemedicine method at no cost to the government. APL also loaned about \$40,000 worth of computer equipment to the ship to conduct the research.

Abraham Lincoln's medical staff also negotiated for free use of a \$40,000 laparoscopic setup, as well as the telemedicine equipment. The taxpayer was spared the \$330,000 price tag of the equipment and satellite time.

But the real savings is not measured in dollars and cents. "The people who had hernias repaired (using the laparoscopic technique) were back to work within a couple of days with little or no pain. The traditional surgical method is associated with several days of bed rest and considerable pain," Cubano said.

Patients are usually concerned about the effect of surgery on their body, such as pain and scars.

"I elected this method because I thought it was better than the old method," said Cooper. "I didn't want a large scar and they told me that it wouldn't be as painful."

Although the benefit to the crew is important to the Navy, there is also a great benefit to the public.

"It's good for the public to know the Navy has the most up-to-date equipment available," said Stewart.

"This equipment has future applications that could revolutionize the way care is provided."

Lincoln's medical staff is using these devices to improve the standard of care for the crew. More importantly, they are advancing



LT Joseph H. Luther, general medical officer, assists LCDR (Dr.) Miguel A. Cubano, ship's surgeon, with initial evaluation of a hernia. Cubano is exploring the patient's abdomen using a laparoscopic endoscope while consulting with a physician, through the use of telemedicine.

knowledge of these technologies so the world can benefit.

More opportunities for use of this equipment will come about. Meanwhile, the high-tech world of laparoscopic surgery is no further away than USS *Abraham Lincoln's* sick bay.‡

Breeden, Cramer and Altevogt are assigned to the public affairs office, USS Abraham Lincoln (CVN 72).

TECHNOLOGY

High technology brings Sailor closer to home during cruise

Thanks to modern technology, a crew member of USS *Abraham Lincoln* (CVN 71), was able to do what seemed to be impossible. During the middle of a WESTPAC cruise, he was able to visit his four-month-old son who had just had surgery — without ever leaving his ship.

Petty Officer 2nd Class James Lane televisited his wife and son using high-tech telemedicine equipment and got a first-hand update on his son's condition.

"It wasn't clear from the information we were getting if it was serious outpatient surgery," said Lane. "It's a lot different than just talking on the phone. I could actually see he was okay."

Abraham Lincoln also installed satellite phones for the crew as well, prior to deployment. According to Lane, the new technology enables Sailors to enjoy

much higher quality-of-life standards while at sea. "Phones on the mess decks and now computers we can call home with — it is quite an experience," he said.

The medical team is very optimistic on future uses of televisiting which may include psychiatry. †

▼ PO3 Daniel B. Clem, medical department expert on telemedicine equipment and software, makes the initial satellite communications hook-up with physicians at Johns Hopkins University Applied Physics Laboratory.



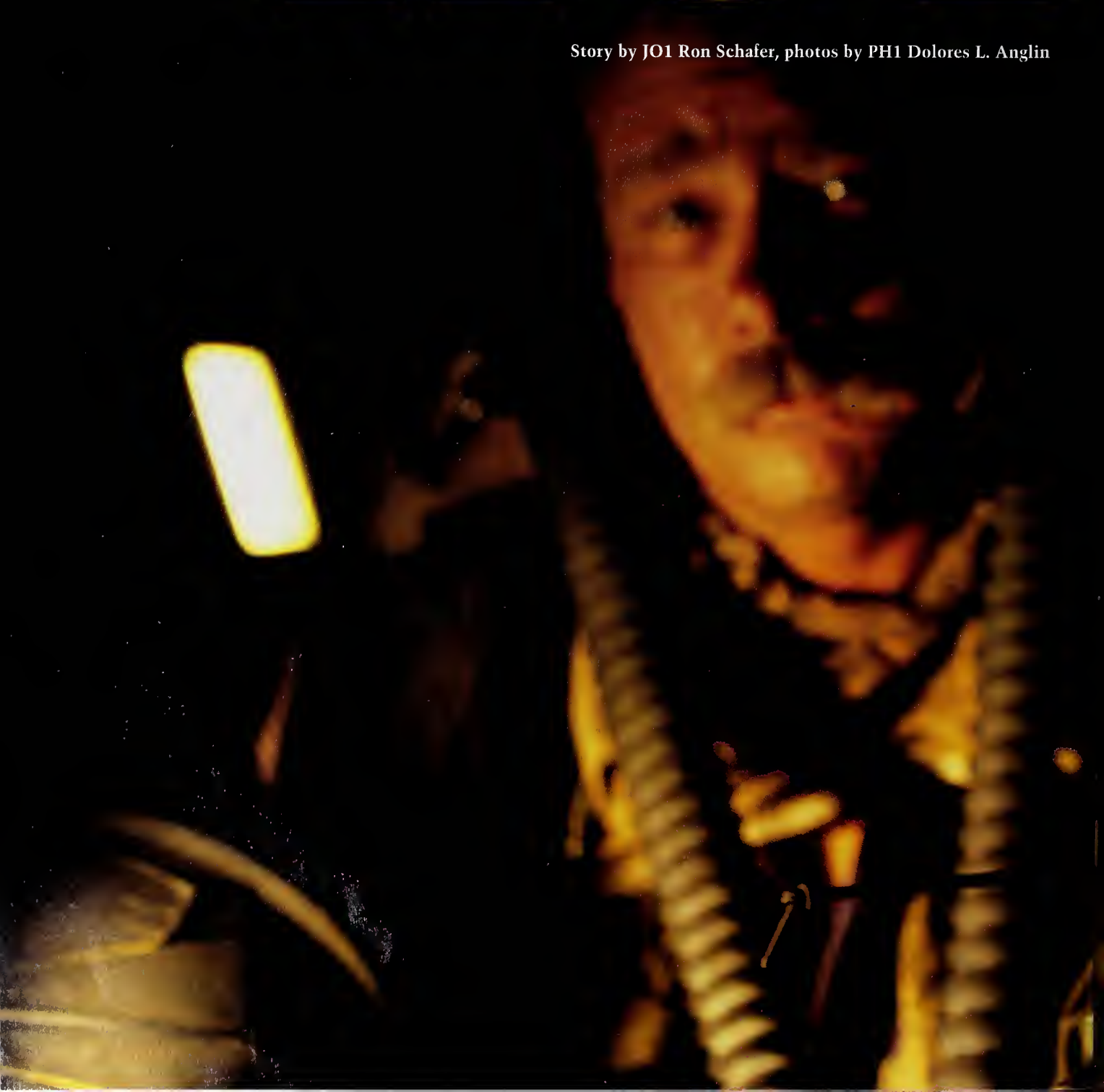
◀PO2 James Lane, VS-29, prepares to televisit with his wife, Ashley, and son, Chad.

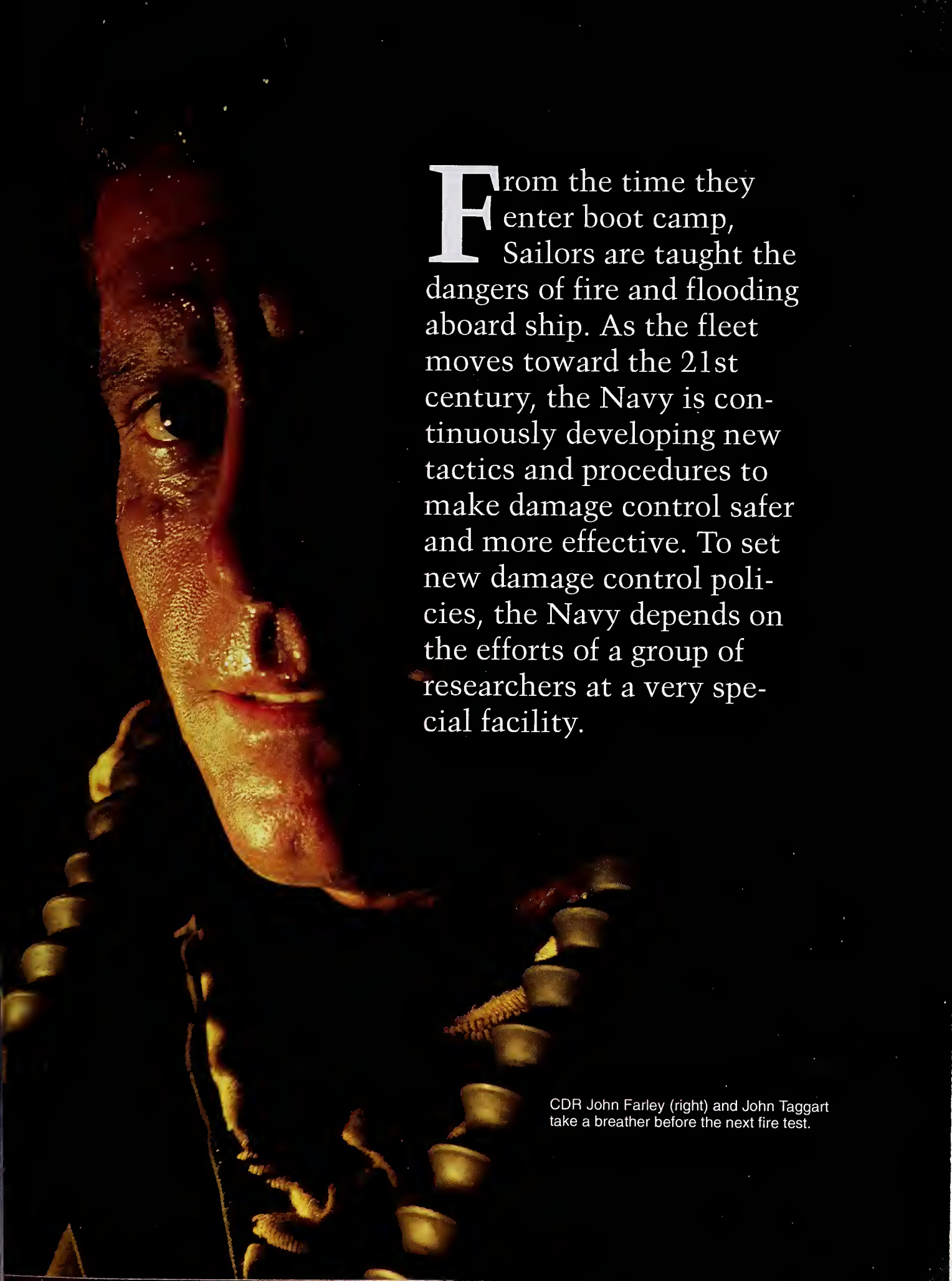
Photo by PHAN Timothy M. Allevogt

Some
LIKE
it

HOT

Story by JO1 Ron Schafer, photos by PH1 Dolores L. Anglin





From the time they enter boot camp, Sailors are taught the dangers of fire and flooding aboard ship. As the fleet moves toward the 21st century, the Navy is continuously developing new tactics and procedures to make damage control safer and more effective. To set new damage control policies, the Navy depends on the efforts of a group of researchers at a very special facility.

CDR John Farley (right) and John Taggart take a breather before the next fire test.

Permanently moored off the Alabama coast in Mobile Bay, *Shadwell* (LSD 15) is a retired dock landing ship which now serves as the Navy's full-scale damage control research, development, test and evaluation facility. Operated by the Navy Technology Center for Safety and Survivability, a branch of the Naval Research Laboratory, the *Shadwell* project was designed for researchers to study a variety of damage control procedures from passive fire protection and halon replacement to casualty response and recovery.

"We're responsible for testing new tactics and doctrine for the damage control organization and looking at new technologies which may help in the future performance of our Sailors on the deckplates," said CDR John Farley, project officer and test team leader for *Shadwell*.

Currently, *Shadwell* is involved in a series of Class B fire attack exercises, including a full-scale experimental study of backdrafts. A backdraft is an extremely hazardous phenomenon created when air is introduced into a fuel-rich fire compartment with limited or no ventilation. The focus of the exercise, according to Farley, is to find the explosive hazard that may be associated with a Class B fire.

"We're looking at some options which may relieve a worst-case scenario and, in turn, further testing will look at more realistic scenes when dealing with main-space fires."

In conducting more than 35 tests on board *Shadwell*, researchers successfully developed a safe and reproducible backdraft scenario. The researchers assessed the effect of ventilation in spaces next to the fire compartment and demonstrated that water spray is a good method for reducing the danger of backdraft explosions. It is this type of testing which translates into new doctrine for the fleet, much of which can be seen today.

However, firefighting is only part of the picture. The *Shadwell* project is also instrumental in developing improvements in other areas of damage control from repair locker configuration to flooding.

Earlier this year, a team from USS *Enterprise* (CVN 65) was on board *Shadwell* participating in a series of tests of the fleets' damage control procedures. While he was quick to point out that *Shadwell* is not a training platform, LCDR Dave Zilber, damage control assistant on board *Enterprise*, said the tests were a great learning experience and will eventually benefit the Navy.

"I think about everything we learned," Zilber said, "and what we tried out will appear in the upgrades to the NAVSHIPS tech manual on practical damage control. Eventually, the procedures will get into the schoolhouses and the emphasis will be on the procedures that we found work best under certain conditions."

"*Shadwell* is probably about as real as you can get as far as damage control," said Hull Technician 3rd Class Robert J. Kennedy, a repair division crew leader on board *Enterprise*. "The only better scenario would be actual damage to a ship. When you're walking through a space on *Shadwell* and see a hole is blown in the side of the ship, and you walk through the berthing compartment and the water pressure blows you

► Sailors from USS *Enterprise* (CVN 65) practice damage control techniques in the simulator on board *Shadwell*.

▲ Steel deck plates, bowed from the heat of intense fires, collect water sometimes 2 to 3 inches deep in the fire testing areas of *Shadwell*.

▲▲ Daniel T. Gottuk (right), and Michelle J. Peatross, engineers with Hughes Associates, monitor compartment conditions during a Class Bravo fire exercise.



Photo by Becky Rotundo, Naval Research Laboratory, Stennis Space Center



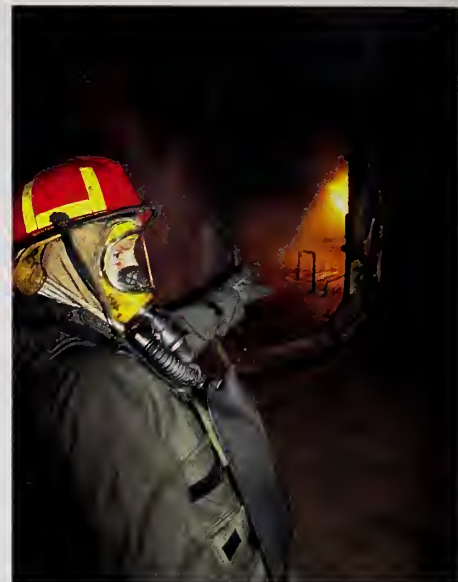
CDR John Farley monitors the fire until the last possible moment before exiting the test space.

across the berthing spaces, ... it makes you appreciate what damage control is all about."

With all that *Shadwell* is capable of, the platform's mission is still as basic as the name of its operating command — safety and survivability. According to John Taggart, *Shadwell's* safety leader, that simple idea is the driving force behind everything they do.

"That's our main purpose in life here," he said, "keeping those Sailors alive and keeping those ships going — that's the bottom line." ‡

Schafer is a Norfolk-based staff writer for All Hands. Anglin is a photojournalist for All Hands.



Navy considers alternative breathing devices

While new tactics and procedures are continually being developed to increase safety and effectiveness in the area of damage control, advances in technology and equipment are providing Sailors with better tools to combat shipboard casualties.

Naval Sea Systems Command (O-3G) and the U.S. Atlantic Fleet Non-Development Items Facility are two of the commands involved in developing equipment to ensure the safety of the fleet's damage control personnel.

To find the "son of OBA" (oxygen breathing apparatus), the Navy may be turning to an open-circuit self-contained breathing apparatus. Several are being considered but the primary features of each remain the same — a high-pressure cylinder of compressed air that travels through a pair of regulators and into a face piece. The first regulator steps the pressure down to an intermediate level, the second to almost ambient pressure. The process of expanding the compressed gas provides cooler air to the face piece. In addition to being considerably cheaper to operate, the device uses a gauge to allow the user to keep track of exactly how much air is left in the tank and has an alarm which sounds when the level drops to 25 percent.

A supplied-air respirator system is being looked at to support gas-free engineering personnel who work in environments which are immediately dangerous to life and health such as fuel tanks, sewage tanks and other ships' voids. The system is made up of a compressed air tank outside the space that provides air to the user through a lifeline up to 200 feet long.

The user is also equipped with a remote air supply (RAS) — a small, positive-pressure breathing apparatus worn on the hip which connects to the same face piece and is used in the event an emergency escape is necessary. If the lifeline is disconnected or becomes inoperative, the user simply opens the valve on the RAS which provides approximately 15 minutes of air, more than enough to enable the user to exit the space.

Other items that have been approved or are under consideration include improvements to standard Navy fire fighting ensembles, particularly helmets and gloves, and potential replacements for the shipboard emergency escape breathing device (EEBD). ‡

Schafer is a Norfolk-based staff writer for All Hands.





Friendships in the Baltic Sea

Story by CAPT Norris Jones,
photos by JO2 Kurt Wesseling

Sailors usually remember high points from cruises, but for those on five American ships, highlights from the recent *BALTOPS '95* exercise became an information overload of unusual liberty ports, great training and new friends.

"This is the best cruise I've been on, in terms of the places we've seen and the very hospitable people we've met," said Cullman, Ala., native, Navy Counselor 1st Class (SW) Joseph Tankersley of USS *Philippine Sea* (CG 58).

The 23rd annual *BALTOPS*, a U.S. invitational, multinational exercise in the Baltic Sea, combined 37 ships, submarines and numerous aircraft in a two-week evolution conducted in the spirit of NATO's Partnership for Peace.

Participants in this year's *BALTOPS* exercise included naval forces and observers from Denmark, Estonia, Finland, Germany, Ireland, Latvia, Lithuania, the Netherlands, Poland, Russia, Sweden and the United States.

This year's exercise marked

Russian sailors prepare to heave a line as USS *Taylor* (FFG 50) ties on to the pier in Baltiysk, Russia, for a four-day port visit after successfully completing *BALTOPS '95*.

► AE2(AW)

Nicholas J. Wisner explains what each of his ribbons represents to Latvian reporters during a press conference on the flight deck of USS *Taylor* (FFG 50) during a port visit to Riga, Latvia.

▼ IC1(SW) Marty Everette trades his Enlisted Surface Warfare Specialist badge for a Russian captain's Command at Sea badge aboard USS *Taylor* (FFG 50) in Baltiysk, Russia.



several first-time events: the first maritime exercise to include units from all the Baltic nations, the first *BALTOPS* in which non-NATO tactical aircraft (Polish MiG-21s) participated, the first time a former Warsaw Pact submarine (Polish *Foxtrot*-class) participated and the first time the U.S. Navy's new patrol craft were involved.

During more than 100 drills, participants developed and improved their maritime skills related to emergency response missions, embargo operations, humanitarian and disaster relief missions and peacekeeping.

The exercise followed a four-day port visit to Aarhus, Denmark, where crews of USS *Philippine Sea*, USS *Clark* (FFG 11), USS *Taylor* (FFG 50), USS *Typhoon* (PC 5) and USS *Sirocco* (PC 6) toured the city's unique streets, attractive squares, cafes and parks.

One of the key objectives of the exercise was promoting cooperation among the nations and navies of Northern Europe. Each day while under way, scores of Sailors transferred between the ships for day-long visits, enabling them to see how each navy conducts



business at sea.

"These personnel exchanges were among the most important accomplishments of the exercise because they allowed direct, personal understanding between the Sailors and promoted understanding between our navies," said RADM Joseph S. Mobley, Commander, Carrier Group 2, who conducted the exercise. "If you start at [the deckplate] level, then there is a real contribution to be made."

Boatswain's Mate 3rd Class Christopher A. Webb, from Fairborn, Ohio, got a chance to visit the Lithuanian ship *Zemaitis*.

"It was an educational experience, learning how Sailors in another navy live, work and play — meeting people from a nation that just started down the road of democracy," said Webb. "It's something I will tell my children years from now."

Webb said he was surprised at the similarities between former Warsaw Pact countries, like Poland and Lithuania, and the United States.

"Young people were enjoying the same music we do and many wore apparel with U.S. college and professional sports insignia," he said.

Fireman Apprentice Marlin Anderson, of Little Rock, Ark., said Kiel, Germany, topped the list of places he saw during the 100th Anniversary celebration of the Kiel Canal. "The number of sailing boats and tall ships (more than 1,600 boats and ships were registered) was amazing," he said.

The five U.S. ships were "must see" attractions,

drawing crowds to every port they visited, while Sailors volunteered for community relations projects that were well-received by local residents.

"A lot of guys in the ship's chief's mess realize *BALTOPS* is a career cruise, a once-in-a-lifetime kind of thing," said Montone, Ind., native, Chief Fire Control Technician (SW) James P. Johnson of *Philippine Sea*.

BM1(SW) Robert Lindstrom, of Boca Raton, Fla., picked up a rock from every new country he visited. "But the most important thing I collected from *BALTOPS* are great memories."

Jones and Wesseling are reservists assigned to CINCUS-NAVEUR during BALTOPS '95.



▲ Russian children, like young Viktor, were especially enthused by the arrival of USS *Taylor* (FFG 50) and excitedly awaited their turn to come aboard. Viktor donned a white hat and neckerchief while he toured the ship. More than 1,500 Russians toured *Taylor* during the Baltiysk, Russia, port call.

◀ Sailors from USS *Philippine Sea* (CG 58) volunteered their time to paint an orphanage in Klaipeda, Lithuania.



Sailors step to

Story and photos by JO2 Mark Higgins

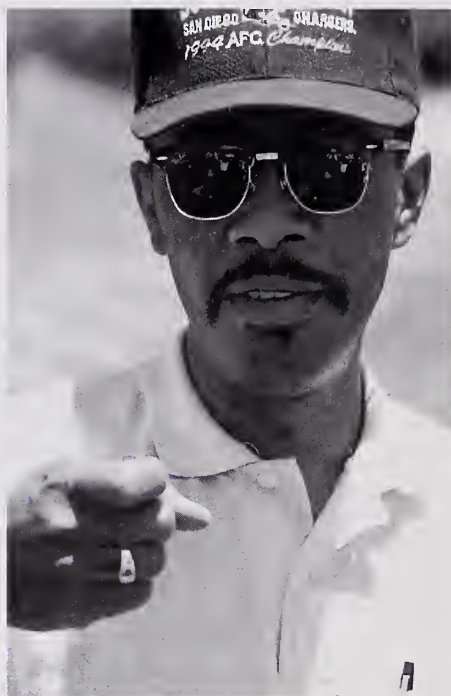
Under the watchful eyes of trained law enforcement officers, Seaman Anna M. Bird shouts, "Slowly open the door of your vehicle, keep your hands where I can see them and step out of the car!" Bird is a student attending the Phase I training course at the Naval Station San Diego Police Academy. With her pistol drawn, Bird continued the procedures of a felony vehicle traffic stop.

"Put your hands in the air. Keep your palms facing me and slowly walk backwards without turning your head," she said, while two fellow students provide backup from another vehicle. Within minutes, the suspect is handcuffed and placed in a patrol vehicle.

"It's been a great experience, and I hope I can take all I've learned and apply it in the field," said Bird, from Eugene, Ore.

The police academy is part of the training division within the Naval Station San Diego's security department. It was the first of its kind when established more than 20 years ago. More than 6,000 civilian and military members have passed through the doors of the Navy Inspector General's (IG) top-ranked Navy police academy. An estimated 350 students graduate each year from the basic, intermediate or specialized police services courses.

"The general populous is misinformed about law-enforcement training," said Keith



Chief instructor Roy Staten instructs students on how to hold a pistol properly.

Johnston, an instructor at the academy since 1983, and a former Washington, police officer. "There's so much more than just guns, handcuffs and batons. A thorough understanding of military, state and federal law is critical."

Nearly 90 percent of the course work involves academic studies. The comprehensive law-enforcement curriculum combines practical law-enforcement techniques with classroom lectures. Lessons range from standards of conduct and crisis intervention to rape awareness and basic biology.

Students vary in age and job experience. At age 50, retired Chief

Boatswain's Mate Vincent Brooks is just beginning his second career and will soon graduate from the academy. After retiring from the Navy's San Diego Ship Intermediate Maintenance Activity in 1988, the Atlantic City, N.J., native said he feels at home.

"It makes me feel like I'm in the military again because I'm back in uniform," said Brooks, the class leader. "It's something I've always wanted to do."

Brooks said he sees similarities between serving in the military and becoming a police officer. "You have to be a people person in this job, as we had to be in the Navy," he said. "In both jobs, you have to interact with people and help them find solutions."

During a practice exercise, sounds of gunshots ripped through the air, as Chief Instructor Roy Staten — who spent 23 years in law enforcement and 10 years as an instructor — bolted from a vehicle and fired blanks at a student police officer.

"If you want to last in this profession, you can't take anything for granted," said Staten as he transformed from villain to instructor. As the students watched the practice scenario unfold, Staten continued his demonstration.

"You can't get complacent, people, that's how you die out here," Staten said. "You can't ever forget the dangers!"

the beat



"We continually train ourselves to keep our edge," said Larry L. Kurtz, a 49-year-old, one-time Army captain who now directs the training academy.

Kurtz, a Los Angeles native who also served in the Marine Corps as a staff sergeant, teaches graduate and undergraduate courses in criminal justice at National University in San Diego. He said being named the best of the best speaks well of the program. "It's

"You can't get complacent, people. That's how you die out here – you can't ever forget the dangers!"

– Roy Staten

nice to receive these accolades by an inspecting team," he said, referring to the September 1994 IG results that rated the academy as the best law enforcement training facility in the Navy. "It says our training is applicable and of the highest quality, so that always makes you feel good."

The new security and police

NOVEMBER 1995



◀ Keith Johnston (right), an instructor at the academy, teams up with Roy Staten to discuss the next aspect of training to the class.

▼ Seaman Anna M. Bird draws her pistol on a suspect in a training scenario.



officers will soon be called upon to carry out the mission of protecting and serving members of the naval station.

"I'll never forget this course as long as I live," said Brooks, with a

satisfied smile. "When I graduate, I'll know I've [completed] the best police training the Navy has to offer." †

Higgins is assigned to the public affairs office, Naval Station San Diego.

Allegiant

Armed Forces converge for coastal warfare exercise

Compiled by JO2 Michael Hart,
photos by PH1 Patrick Cashin

More than 1,000 Reserve and active-duty U.S. Navy, Army, Air Force, Marine Corps, Coast Guard and National Guard men and women from the Eastern United States and a contingent of Canadian forces converged on U.S. Coast Guard Training Center, Cape May, N.J., for *Allegiant Sentry '95*.



▲ CDR Raymond Resnick, executive officer of NR Mobile Diving Salvage Unit 2, Det. 304, inspects the hull of a Coast Guard vessel as part of a security exercise during *Allegiant Sentry*. Resnick is a native of Hackensack, N.J.

► The Army's 555th Military Police Company and Marine 2nd Squad Fast Platoon stand ready to defend the main gate of tent city from aggressive forces.



Sentry '95





The month-long exercise, under the direction of the Commander, Maritime Defense Zone Atlantic, was vital in training service members in harbor defense and port security capabilities. The hands-on exercises allowed 54 different military organizations to maintain the interoperability of active-duty and reserve forces.

Allegiant Sentry '95 simulated the overseas deployment of U.S. armed forces in a low-intensity conflict scenario. The simulation trained and tested the capabilities of units such as composite naval coastal warfare, port security, mobile inshore undersea warfare, inshore boat, explosive ordnance disposal detachments, mobile diving and salvage units and various security-related units from all across United States. ‡





◀◀ A U.S. Coast Guard vessel, acting as port security, pursues a mock intruder.

◀ CE3 Minh Ha, of Mobile Inshore Undersea Warfare Unit (MIUWU) 202, stands the main gate security watch at the MIUWU's compound.

▼ Members of MIUWU 202 stow a tent at the end of exercise *Allegiant Sentry '95*.



◀ Members of Mobile Inshore Undersea Warfare Unit 202 move a generator into place.

◀◀ U.S. Coast Guard Medical Officer LT Mark Gellasch (left) and HM2 Karen Davis give medical attention to simulated heat stroke victim LCDR Nancy Jacobs.

Sailor credits Navy, parents for success

For 40 years the Cold War reigned silently between the United States and the Soviet Union. But the Cold War was often fought with sound — and Sailors like Ocean Systems Technician (Administrative) 1st Class Wilberto Sosa listened. “We are one of the first lines of defense for the country,” said Sosa, assigned to Naval Ocean Processing Facility, Dam Neck, Va. “We provide intelligence to the fleet before anyone else knows about it.”

Sosa is the senior petty officer for the operations department and is responsible for detecting sound using a passive sonar surveillance system.

Technicians analyze the data and can distinguish noises made by different types of submarines, ships, aircraft and

marine life from normal ocean background noise. The information is then relayed to the fleet.

“We collect lots of environmental data including live marine life,” said Sosa.

“It took a lot of experience and training to get where I am today,” said Sosa. “When I came into the Navy, I was extremely immature and naive. I had a lot of street smarts because that was all I ever knew. Since coming in the Navy, I’ve grown into a leader and gained a lot of self-confidence.”

During his second reenlistment, Sosa said he came to a crossroads and decided to make the Navy a career. “I was getting good at what I was doing, and when you get good at what you do, your attitude changes,” he said.

Sosa credits his success to his parents. “They always stressed the importance of education and disciplined us if we got off course.



OTA1 Wilberto Sosa

We all graduated from high school. I joined the Navy, because I didn’t want to attend college in New York City. My parents were very happy I made the move. I’ve grown as a result.” ‡

Story by JO2 Brian Ellis, a photojournalist assigned to the Norfolk Public Affairs Office.

Navy chef cooks for the President

Ever wonder how to get assigned to the White House, or just exactly who gets those coveted jobs? By the end of this year, Commander Destroyer Squadron (COM-DESRON) 24’s, Mess Management Specialist 1st Class (SW) Charlie S. Redden will be serving up his fare to the staff of the White House Mess.

A native of Wilmington, Del., Redden was one of the top 10 students in a three-year culinary arts program in 1978. From this exceptional group, he was chosen to serve as an apprentice to Executive Chef, Roland Johnson from 1978-1980 at the



MS1(SW) Charlie Redden whips up lobster with clam sauce at a Jacksonville Beach, Fla., hotel.

Hotel DuPont in Wilmington, Del., then-rated among the top 10 restaurants in the world.

From his motto “Winners never

quit and quitters never win,” he decided to pursue a career in the Navy and enlisted in 1980. During his naval career, Redden has been assigned to USS *South Carolina* (CGN 37), Naval Air Station Lakehurst, N.J., USS *Fulton* (AS 11) and Naval Station N.Y.

Redden compiled a cookbook of his best dishes. His book features many low-fat recipes that don’t compromise taste for healthy eating. Tentatively titled *The Captain’s Cabin*, his book is pending publishing.

Redden has been nominated three times to join the kitchen staff at the Vice President’s residence

This year he was nominated to the White House for the first time. DESRON 24’s staff will miss his cooking, but wish him all the best in his new challenges. ‡

Story by LT Pete Reihn who was with the public affairs office, DESRON 24.

Personnelman does it all

He emulates everything positive that we envision about our Navy and our people," said CAPT Mike Kellard, commanding officer of Naval Air Reserve (NAVAIRES) Point Mugu, Calif., about Personnelman 1st Class Michael Ellis.

Ellis, a New Orleans native, is NAVAIRES manpower department's leading petty officer. This summer Ellis received a master's degree in theology from Golden Grain Bible College and Seminary in Saticoy, Calif., and is pursuing a doctorate in theology.

He's been in the Navy for 16 years and says he's tempted to apply for the Navy's Chaplain Corps. "I feel there's a lot I need to do outside the Navy, but if I join the Chaplain Corps I will learn about all the Christian religions and be more diversified," he said.

Ellis is also a certified instructor

for the Navy's Campaign Drug Free, the president of the Associate Minister's Ministerial Alliance of Ventura, Calif., and the vice president of Jackson Ministries which helps disadvantaged citizens by providing them food, clothes, blankets and prayer services. Ellis is also a member of the NAVAIRES basketball team.

Ellis considers his marriage to his wife Angela his greatest achievement. "She's been so supportive" he said. "I couldn't have done everything that I've done without her. She keeps me motivated."

As a father of six, Ellis says he has to prioritize his time so he doesn't neglect his family. "Whatever is lowest on the totem pole gets knocked off so that I can have time with my family," he said.

"He gives the Navy 100 percent, but he gives his family so much



more," added Kellard. "He strives at every opportunity to improve himself. He's a role model to us all." †

Story and photo by JO3 Denise Garcia, assigned to the public affairs office, Naval Air Weapons Station, Calif.

Corpsman goes for gold

I came in the Navy as a hospital corpsman so I could have a chance to serve with the Marines," said Hospital Corpsman Matthew Lamb, now at Naval Hospital Pensacola, Fla.

All Lamb wanted to do was be like his dad and join the Marine Corps. But his mother wasn't too fond of the idea. So Lamb found a perfect solution to the problem since corpsmen are often assigned to Marine Corps units.

But serving with Marine units isn't the only opportunity Lamb has found in the Navy. The 22-year-old corpsman has a shot at competing as a wrestler in the 1996 Olympic Games in Atlanta, Ga.

During the recent Armed Forces Wrestling Championship at the Olympic Training Center in Colorado Springs, Colo., Lamb won the gold medal in the 286-pound Greco-Roman competition and the silver

medal in freestyle wrestling. "It's the best sport on earth. I learn something new about myself every time I step on the mat. There is nothing like it. No team sport compares. There is no one to blame, no fault put on anyone but yourself if you lose. It's the toughest aspect of the sport, but the one I like the best."

In addition to the time he spends on the job and in training, Lamb, said he enjoys sharing his experience with others, especially youths. "Helping kids is one of the most rewarding things you can do," said Lamb. He hopes through his career as a corpsman and his success as a wrestler, he provided a good role model for America's youth and



U.S. Navy photo

HN Matthew Lamb

other Sailors to emulate.

"Being a corpsman is one of the most vital jobs in the Navy. I hope I've had a positive impact on others. I try to do my best in everything I do and help as many people as I possibly can." †

Story by JO1 Matthew Gowan, a photo-journalist assigned to the Navy Public Affairs Center, Norfolk.

Bearings

Twins make joining the Navy a family affair

The Navy's nuclear power programs are often described as the most academically challenging courses the Navy has to offer.

Recently, however, a milestone was reached when Christopher and Joanna Silvers of Calhoun, Ga., enlisted in the Navy's Delayed Entry Program (DEP). The two are fraternal twins and the first brother and sister twins to be accepted into the Navy's nuclear power program.

The twins realized the benefits offered through Navy programs from their brother, John, who also qualified for the nuclear field academically, but was disqualified because of color blindness.

"John is the first person I placed in the DEP pool," said Operations Specialist 2nd Class Jeffrey Priest, the Silvers' recruiter. "I immediately realized the potential for recruiting his brother and sister after meeting his family."

Priest met the Silvers family during John's high school graduation ceremony.

"I told Joanna that she could earn \$30,000 for college through the Navy College Fund," Priest said. "It was just a matter of time from that point."

Priest sparked Joanna's interest in the Navy, which prompted her to learn more about the programs.

"I wanted to find out as much as possible," Joanna said.

College was also a driving force for her brother's interest in the Navy.

"The Navy is going to help me receive a free education and pay me while I go," Christopher said. "I hope to receive a commission through the Naval Academy and

continue my education beyond that point."

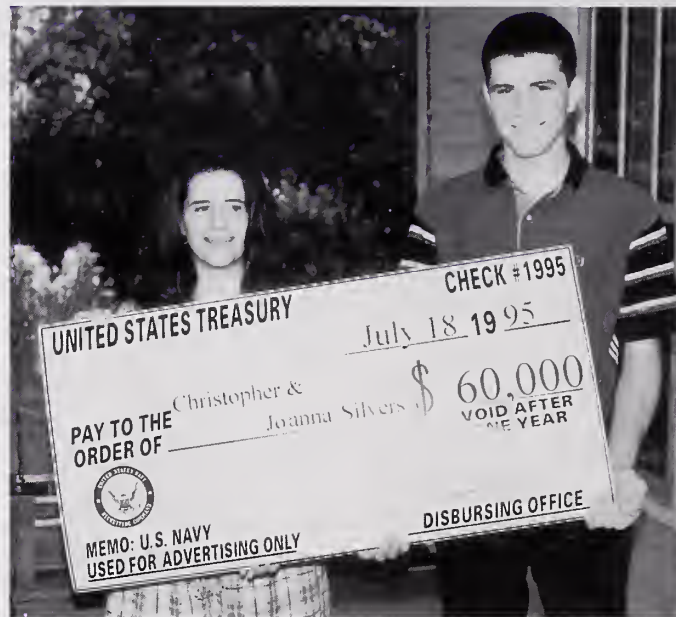
The benefits offered through the Navy were excellent incentives for the twins, but they weren't an easy sell for Christopher. "The first time I came to their house, Christopher ran to the back of the house and wouldn't come out at all," Priest said. "He didn't want anything to do with me or the Navy."

Now, both twins eagerly await their graduation from Gordon High School next year in anticipation of joining the Navy.

The pair will be designated for their initial training in one of three nuclear core fields: machinist's mate, electrician's mate or electronics technician.

The second phase of their training takes place at the Nuclear Field Class "A" school in Orlando, Fla., which varies in length from 13 to 28 weeks, depending on the rating for which they are training.

Nuclear Power School, also in Orlando, is the next step in their



Joanna and Christopher Silvers, fraternal twins accepted into the Navy's nuclear power program, will receive \$30,000 each through the Navy College Fund.

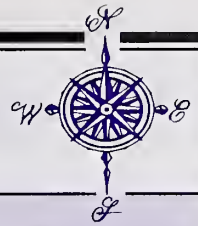
becoming qualified nuclear power plant operators. This 24-week school covers all academic subjects needed to understand the theory and operation of a nuclear propulsion plant.

The twins expect their competitive spirit will give them the extra boost they will need in their studies to be successful in reaching their goals.

Acceptance into the Navy's nuclear field program may be one of many firsts for the Silvers twins. They both have expressed an interest in pursuing a commission.

While Joanna plans to explore environmental engineering, Christopher plans to one day be the Navy's top officer. ‡

Story and photo by JO1 Julius L. Evans, assigned to the NRD Atlanta public affairs office.



Husband and wife team named Sailors of the Year

Married couples on active duty in the Navy are nothing new. But in Virginia Beach, Va., Data Processing Technicians 1st Class Nancy and Robert Adams have taken that relationship to another level.

The Adamses were named 1994 Sailors of the Year (SOY) for their respective commands — Nancy at Tactical Training Group Atlantic and Robert at Naval Surface Warfare Center, Port Hueneme Division, East Coast Operations, both located at Fleet Combat Training Center, Dam Neck, Va. In addition, Nancy was the TRALANT Shore SOY for non-Commander Naval Education and Training commands.

"It was unbelievable," said



DP1s Robert and Nancy Adams were chosen Sailor of the Year at their respective commands in Dam Neck, Va.

Robert, a native of Scottsville, N.Y. "Neither command knew the other was up for it. When both commands realized what had happened, they began talking to each other."

Nancy and Robert agree there is no secret to their success. According to Nancy, taking things in stride is the approach that has worked for them.

"We're both pretty easy going," said Nancy, an Osceola, Ark., native. "So it's easy for us to maintain a sense of humor and keep things in perspective."

"You always look for the silver lining in any situation," added Robert. "If you continue to look, the bad stuff never measures up."

"You have your goals and you just can't let the little frustrations get in your way," said Nancy, "because then, it affects everything you do." ‡

Story and photo by JO1 Ron Schafer, a Norfolk-based staff writer for All Hands.

SEAL saves woman in Norfolk

After finishing a successful temporary assignment of duty at Fort A.P. Hill, Va., Gunner's Mate (Guns) 1st Class (Special Warfare/SEAL) Douglas J. McQuarrie was anxious to check back into his command and head home to relax. He hadn't planned on becoming a hero.

McQuarrie, attached to Naval Special Warfare Group 2 at Naval Amphibious Base Little Creek, Va., was driving through the Ocean View section of Norfolk when several police cars sped by him. When he saw a crowd gathered at the Pretty Creek Bridge, he decided to stop and offer some assistance.

"I identified myself as a Navy SEAL and asked the nearest police officer if there was anything I could do," said McQuarrie, a Princeton Junction, N.J., native. "He told me there was a woman out there

drowning. I couldn't see her and he couldn't tell exactly where she was because she had drifted under the bridge — there was a pretty good current that day."

Moving down the bank and meeting a second officer, McQuarrie spotted the woman floating about 100 yards out in the water. Rescue personnel were trying to get a boat out to the woman but were having difficulty getting their craft under the low bridge. As the only qualified rescue swimmer on the scene, McQuarrie took action.

Lila Hess was lying on her back with her head out of the water and, according to McQuarrie, looked unconscious or even dead. When he reached to retrieve her, however, she reacted.

"I lifted her up out of the water and pulled her back and got right next to her ear and said, 'relax, I've



GMG1(SW/SEAL) Douglas J. McQuarrie of Princeton Junction, N.J., calls his rescue of a drowning woman, "what I've been trained to do."

got you. Just take it easy."

McQuarrie briefed police on the victim's condition, and assisted rescue personnel in placing her on to a stretcher for transport to a hospital.

Throughout all the media attention, McQuarrie remained humble. "I really don't consider myself a hero," he began, "because I did what I've been trained to do and did what I had to do. I'm just glad it worked out really well." ‡

Story and photo by JO1 Ron Schafer, a Norfolk-based staff writer for All Hands.

Bearings

USS *Abraham Lincoln* Clown Troupe keeps America's presence colorful in Kuwait

In a recent cultural exchange between Kuwait and USS *Abraham Lincoln* (CVN 72), crew members continued to make a difference in the Arabian Gulf. But instead of desert camouflage fatigues, their uniforms were oversized-pajamas and rainbow wigs. Their mission: take no prisoners with their humor.

Fourteen members of the *Abraham Lincoln* clown troupe visited Kuwait City at the request of the U.S. Embassy and performed three shows.

According to Command Chaplain, CDR Bob Milewski, the group's coordinator, the troupe's first stop turned out to be a record-setting performance.

At the Green Island Amusement Park in Kuwait City, the clowns entertained approximately 800 people. Many in the Roman-style arena who had never before seen a live American performance were intrigued by the prankish skits and frolicking dance routines.

After the confetti throwing and juggling acts, the clowns braced themselves as the kids stormed the stage for the long-anticipated balloon-sculpting event.

"Going on the stage and into the crowd were two different things [for us]. But when the kids ventured onto the stage, it was really wild," said Photographer's Mate 2nd Class Geoff "Jingles" England, from Santa Cruz, Calif.

The next day, the clowns divided into two groups, one to perform for 130 children at Dar Al Tufuleh Kuwait Orphanage and the other to



entertain 100 children at Kuwait City's School for the Handicapped.

Chief Damage Controlman Marty "Chyster" Wigginton, enjoyed breaking the language barrier with the children through laughter. "It's really hard performing in these foreign countries, because when the joke [to the kids] is in English, they don't really know when to laugh," said Wigginton, from Detroit. "The balloon skit goes over well with any audience because they understand the hand gestures."

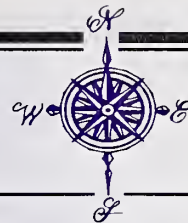
"The service members' interaction here is so important because their uniforms represent protection and security for these children," said Barbara Longworth, a training and research coordinator for the

ABH2 Jeffrey 'Sparky' Taylor entertains orphans at Dar Al-Tufuleh Kuwait Orphanage in Kuwait City.

Office of His Highness Amir of Kuwait, Social Development Office. "They know what the U.S. military represents here. The American uniform gives the children a feeling of being protected. It makes a difference."

As the troupe left the orphanage, four-year-old Lina had to be kept from clinging to the departing clowns. Longworth reassured the child the clowns would return to the orphanage. ‡

Story by JO1 James E. Winburn, photos by PH1 Kraig Beck. Both are assigned to the public affairs office USS *Abraham Lincoln* (CVN 72).



USS *Tarawa* hosts NJROTC cadets

It was a surprise for crew members of the amphibious assault ship, USS *Tarawa* (LHA 1), when 23 high school students in khaki uniforms, resembling those worn by chiefs and officers, boarded the ship. Those young Sailors were Navy Junior Reserve Officer Training Corps (NJROTC) cadets coming aboard for two weeks of underway training, to learn what shipboard life is all about.

Retired CAPT Don Hetherington brought some of his cadets from W.P. Clements High School in Sugarland, Texas, to San Diego. It was a first-time experience aboard a Navy ship for some of them.

"After a year of learning about the Navy and its fleets, it's good to let the cadets experience first-hand what they've been taught," said

Hetherington. Their first week aboard the ship was spent underway for local operations, and each cadet spent a day with each department learning the ins and outs of daily sea life. They stood watches, pulled galley duty, loaded stores and performed other tasks typical of sea duty. "This gave them a more realistic idea of what Navy life is really like," said Hetherington.

Cadet Seaman Betty Chen is in her first year of NJROTC and had never been on a ship before. After working and living aboard *Tarawa* for two weeks, she said, "Navy life is not as bad as the horror stories you sometimes hear. It's actually fun. Everyone's been really friendly."

Cadet Petty Officer 2nd Class Jeffrey Willy has been in the

program for three years, and *Tarawa* is the second ship he's sailed in. He said visits aboard Navy ships have taught him a lot about how the Navy works. "It's a big group of people doing a lot of things — but they manage to get it together and work as a team," he said.

Hetherington said NJROTC teaches students about the military and also instills a better understanding of leadership, teamwork and citizenship. He sees the NJROTC as a means of teaching and reinforcing qualities that make the students better leaders and better people. "The kids put in a lot of extra time after school to make it work," he said. "This trip is the payoff, and the Sailors of *Tarawa* have helped make it a learning experience." †

Story by JO3 Scott Maddix, photo by PH3 Chad McNeeley. Both are assigned to USS Tarawa (LHA 1) public affairs office.

Midshipman 2nd Class Cruz (in sweater), shows (from left in hats), Cadet Seaman Lored, Cadet Seaman Knudsen and other NJROTC visitors some of the equipment that keeps *Tarawa* running.



Shipmates



Hospital Corpsman 2nd Class Geoffrey W. Young was named Sailor of the Quarter 3rd Quarter 1995, at Hospital Corpsman "A" School, Great Lakes, Ill. Young, a Lyons, Kan., native, was cited for his volunteer services in the North Chicago community – organizing blood and bone marrow donor drives and support programs for the homeless.



Joe S. Cunningham, former business operations department head at Naval Aviation Depot, Cherry Point, N.C., received the Meritorious Civilian Service Award for his more than 34 years of outstanding government service and exceptional leadership for the Department of the Navy. Cunningham was presented the award at his retirement dinner in New Bern, N.C., this summer.



Radioman 2nd Class Kevin A. Washington received the Joint Service Commendation Medal for outstanding performance of duty while conducting message distribution, terminal installation and training at U.S. Naval Computer and Telecommunications Area Master Station Western Pacific. The Philadelphia native wants to earn a bachelor's degree in business management.



Yeoman 3rd Class Candy M. Murdock was recently recognized as Bluejacket of the Quarter for Naval Air Reserve San Diego. Murdock, a Southwick, Mass., native, is the active-duty services clerk, mail petty officer and manages the leave accounts for command personal. She started a mail consolidation plan that reduced commercial mail costs an average of \$200 per month.

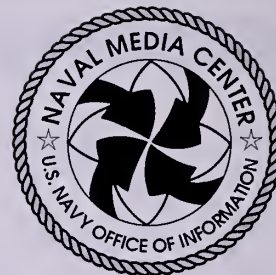


LT Victor Cora, a maintenance officer assigned to the Mayport-based Helicopter Anti-Submarine Squadron (Light) Wing, Atlantic, is one of eight military members presented with the "Salute to Hispanics in the Military" award in Philadelphia. Cora, a New York City native, devotes the bulk of his time promoting public service campaigns and community awareness programs.

All Hands Contributors

JO3 Jeremy Allen
William E. Beamon
Nancy Bolle
JO1(AW) Laurie Butler
JO1(SW) Jim Conner
PH3 Sammy Dallal
JO2(AW) Michael R. Hart
DM3 Brian Hickerson

PH3 John Hudak
PH3 John Lemire
JO1 Ray Mooney
Patricia Oladeinde
PH2 Dewitt Roseborough
JO1 Ron Schafer
JO2(AW) Alida Toler



Secretary of the Navy
John H. Dalton
Chief of Naval Operations
ADM Mike Boorda
All Hands Editor
Marie G. Johnston
All Hands Assistant Editor
JOC David M. Butts
Photo Editor
PH1 Dolores L. Anglin
Production
Leroy E. Jewell
Distribution
Garland Powell

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E-mail: pubs@media.mediacen.navy.mil

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Students participating in
Marco Polo '95 lash down a
Navy League flag on board
USNS Kane





NAME: DT2(AW) Kevin K. Covington

ASSIGNED TO: Commander 3rd Fleet

HOMETOWN: Goodyear, Ariz.

JOB DESCRIPTION: Independent dental technician

FAVORITE DUTY STATION: Naval Dental Center, Pensacola, Fla.

FAVORITE QUOTE: "If you put your mind to it, you can do it."

PLACES VISITED WHILE IN THE NAVY: France, Turkey, Spain, Italy, Canada, Hawaii, California, Oregon and Mexico.

BEST PART OF THE JOB: "Taking care of the staff. I'm the only dental technician on the 3rd Fleet staff and I have total responsibility for dental readiness."





ALL HANDS DOCUMENTS
DEC 14 1995
U.S. DEPARTMENT OF THE NAVY

DECEMBER
1995

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AN Stephen Murphy (left), of Boston, AMSAN Kevin Sitterson (center), of Roper, N.C., and AN Rick Martell, of Bronx, N.Y., await the launch of an F-14 *Tomcat* on the flight deck of USS *Theodore Roosevelt* (CVN 71).

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U.S. Navy photo

money

■ Could you use some extra cash? It may be worth your while to see if you're eligible for Special Duty Assignment Pay (SDAP). A new Navywide message lists what billets are eligible.

SDAP is paid to Sailors in assignments that are arduous, are located in remote duty stations, have a long qualification process or have skill manning shortfalls. You must be an E-3 or higher and serving in a SDAP billet at your command to be eligible for the added pay.

Sailors eligible for the special pay can receive between \$55 and \$275 per month, depending on the billet. Five award levels have been increased for critical billet assignments and two new Navy Enlisted Classifications (NECs) have been added. The new pay levels in most cases were effective Oct. 1, 1995.

Sailors assigned to SDAP billets as coxswains, combatant craft petty officers in charge, advanced underwater construction divers, master and senior EOD technicians saw their SDAP rise. Billets added to this year's program include gas turbine system technician (GS) with shipboard engineering plant program manager NEC 4206 and hospital corpsman with Marine field service NEC 8404.

Quartermasters with NEC 0216, harbor pilot limited, will receive \$28 per month for one year while the billet is being phased out. Sailors who have the saturation diver NEC will see their SDAP decrease. More information is available in NAVADMIN 199/95.

sea time

■ If you're a fire controlman (FC) or a data systems technician (DS) at sea, you may have noticed there aren't as many of you around as there should be. The Navy is working to improve sea manning for the FC and DS ratings, and is offering some incentives for Sailors in those specialties to stay at sea or go to sea early. If you will extend your current sea tour or rotate early to a sea duty billet, you could get your choice of East or West Coast duty, or your choice of school when your sea tour is done.

The Navy is increasing the number of recruits and raising the number of students in the training pipeline for both ratings. More information is available from NAVADMIN 212/95 or by calling DSCS Norman at the Bureau of Personnel (BUPERS), PERS 221H, at DSN 224-6503 or (703) 614-6503.

ratings

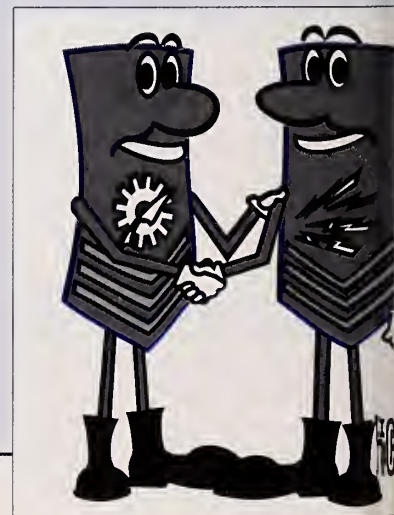
■ The Navy's merger of the data processing technician (DP) rating into the radioman (RM) surface rating will be completed by Oct. 1, 1998.

After the merger is completed, RMs will be the Navy's specialists in telecommunications, computers, system operations, networks, and command and control. The new RM rating will be larger and will allow for greater flexibility in detailing and broader career and advancement opportunities.

The merged rating retains the traditional rating name of radioman with the lightning sparks badge, but DPs may retain their current rating badge until their next advancement exam or they retire, whichever comes first.

All current DPs and RMs must complete revised personnel advancement requirements (PARs) and computer-based training (CBT) for advancement to their next higher pay grade.

Revised occupational standards will be distributed by the end of 1995. CBT packages will be distributed by February 1996. PARs



celebration

■ Naval Support Activity New Orleans (formerly the Algiers Naval Station and Army Port of Embarkation) is preparing to celebrate its 100th anniversary.

Anyone, military or civilian, who served aboard the base or its numerous tenant commands is asked to send memorabilia, photographs or personal stories of his/her experiences while stationed on the base. Persons submitting a story are asked to provide an old or new photo of themselves. All memorabilia will be returned if requested.

Letters and memorabilia can be sent to the Public Affairs Office, Naval Support Activity, 2300 General Meyer Ave., New Orleans, LA 70142-5007. The point of contact for the centennial project is Mr. Al Foucha at DSN 678-2540 or (504) 678-2540.

and bibliographies will be distributed by February 1997.

DPs and RMs will have approximately 18 months to complete the CBT. Additionally, a study guide will be available for distribution in February 1997 for personnel taking the first new RM advancement exam in September 1997.

More information is available in NAVADMIN 215/95 or by contacting LCDR Vanoekel or RMCS(SW/NAC) Shusterman (PERS 2211) at DSN 224-6855 or (703) 614-6855.

■ The submarine torpedoman's mate (TM(SS)) and the submarine machinist's mate (MM(SS)) ratings are scheduled to merge in December 1996.

This merger is designed to give submarine Sailors more flexibility in assignments and career paths as the two ratings get smaller. New MM(SS)s will attend a common "A" school in Groton, Conn. Graduates then attend training in auxiliary division equipment or as weapons division equipment operators.

All TM(SS)s will change rating badges to MM(SS) on Dec. 2, 1996. The MM(SS) rating exam will be a single submarine specific test, based on updated MM(SS) standards. All personnel will take the updated exam, beginning with the January 1997 E-7 and March 1997 E-4 through E-6 exam cycles.

To ensure equitable advancement and career opportunities, all Sailors in the merged ratings will take the same exam, but separate advancement categories will be established to ensure Sailors are competing with Sailors with similar training and experience. For example, former TM(SS)s will take the new MM(SS) exam, but will be advanced with other former TM(SS)s. More information is available in NAVADMIN 192/95.



Photo by Marine Sgt. Kristine Wilbanks

career info

■ Sailors who entered the Navy through the Two-Year Obligated Service (2YOS) program can now request up to a 24-month extension to their current enlistment. Those who enlisted under the Three-Year Obligated Service (3YOS) program can request a 12-month extension. These extensions can be granted without ENCORE approval.

Now, regardless of a Sailor's initial contract, every first-term Sailor can complete 48 months of service without ENCORE approval.

2YOS and 3YOS Sailors who extend are encouraged to request a 24-month extension to attend an "A" school. However, for both 2YOS and 3YOS enlistees, extensions do not guarantee an "A" school or ENCORE approval at the end of the extension period.

The following ratings have vacancies and offer particularly outstanding advancement opportunities: AW, CTR, EN, ET, EW, FC, FTG, MM, STG and TM. Openings are also available in the aircrew and diver programs.

As the Navy refocuses its attention on retention, this extension program gives top quality Sailors the option to stay Navy.

More information is available in NAVADMIN 189/95.

Hidden Secrets

Shipmates: Caring and Intervention

Story by Patricia Oladeinde and JO2 Scott Curtis

You may be the key to preventing a suicide. "Knowing what to look for in friends or family, and knowing what to do with that information, could mean the difference between life and death," said LCDR (Dr.) Paul Anjeski, of the Bureau of Naval Personnel's health promotion program.

According to Anjeski, a native of Hamtramck, Mich., whatever the source of stress, be it a breakup of a relationship, legal problems or financial worries, some people feel they cannot cope with their problems. Too often these same people attempt to relieve some of their pain by using alcohol. This usually worsens the situation and clouds

their judgment. The situation becomes particularly dire if a shipmate has immediate access to a weapon.

Preventing suicide means intervention by showing the person that someone cares and letting him or her know help is available.

"Do not underestimate the power of the 'it will hurt my career if I tell my troubles' stigma," said Chaplain (CDR) Julia Cadenhead, a native of Ft. Walton Beach, Fla.

"Add to this the fact that the suicidal person feels isolated, often ashamed about thoughts of ending [his or her] life and feeling helpless about changing the situation.

"For commands, one of the more troublesome aspects of suicide is the isolation and shame the at-risk person often experiences. Offering support services in a positive atmosphere [may help] identify and deal with persons who are at risk for suicide."

A common misconception is that talking about suicide encourages a person who may be contemplating suicide to carry out the act. In fact, failing to talk about it may have more devastating consequences.

Talking can get people to open up and discuss what is bothering them. If the problems are serious, it may be necessary to seek help for someone. Getting help early is

Suicide Warning Signs

- Verbal statement of a wish to die or direct threat of self harm;
- Unusual interest in or talk about the subject of death — reflected in speech, art, letters, etc.;
- Previous suicide attempts;
- Depression over recent death of a friend or relative;
- Increased use of alcohol or drugs;
- Decline in job performance and/or personal appearance;
- Giving away cherished possessions, or suddenly completing all delayed work or commitments;
- Withdrawing from friends or activities; and
- Suddenly possessing a weapon.

If you see these symptoms in individuals, don't leave them alone. Systematic help is crucial. Take them to a chaplain, contact a family service center, a hotline, a mental health professional or their physician immediately.

Source: Bureau of Naval Personnel.

important in solving whatever problems exist.


"As individuals, we have responsibilities, too. It is the human condition to get tired and to question our living; disappointments do come. And that's why we are interdependent on one another – we need each other for support and encouragement when the going gets tough. Support is a good thing; that's the definition of shipmate.

"There are times when suicide prevention can be as simple as paying attention to our shipmate; knowing when things just aren't right and risking the friendship by leading that shipmate to professional care givers," concluded Cadenhead. ‡

Oladeinde is a staff writer for All Hands magazine. Curtis is assigned to BUPERS public affairs office.

"Being good shipmates and good team members, involves our willingness to bear one another's burdens. That way we remind each other of just how valuable life is, and how good life can be."

– Chaplain Julia Cadenhead



The Command's Role in Prevention

- Front-line supervisors should know their people. Be aware of changes in attitude, behavior and performance, particularly during legal, financial or relationship problems.
- Be actively concerned about welfare and morale within the command.
- Be aware of resources that can help you help your people.
- Be available. Be supportive. Be an active listener.
- Reassure the Sailor that you will listen and try to help him or her.
- Allow the Sailor to talk. Get as much information as possible to assist the formal evaluation.

Source: Bureau of Naval Personnel.

Suicide Facts

- Suicide is on the rise nationwide.
- The most common cause for Sailor suicide is difficulty in a relationship (divorce, breakups, separation) or family problems.
- The second most common cause for Sailor suicide is difficulty with job.
- Approximately 80 percent of all suicide victims give some advance warning.
- Sailors take their lives most often by violent means, such as firearms or hanging.
- Most Sailor suicides occur in apartments, homes, quarters or barracks.
- Among Sailors, alcohol is a factor in 41 percent of completed suicides.
- Women attempt suicide three times as often as men, but men complete suicide at three times the rate of women.
- Women choose methods that allow for greater intervention, such as pills, alcohol, cuts, etc.
- Suicides among men are most action-oriented, such as hanging, guns, vehicles, which allow no intervention.
- Suicides may be prevented by supervisor involvement and action.

The Navywide suicide data base is maintained at the Bureau of Naval Personnel (BUPERS) as part of the Navy's Health Promotion Program. For calendar years 1993 through 1995, Sailors who completed suicide were mostly male, Caucasian, under age 30 and stationed ashore within CONUS. More than 60 percent were petty officers, and of those petty officers, most were E-6s.

Source: Bureau of Naval Personnel.

Grab Those Discounts!

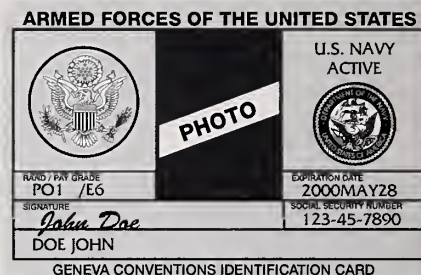
Your I.D. card is worth more than you think - just ask before you buy!

As the holiday season rapidly approaches, millions of people scramble to make travel reservations and the shopping frenzy that sweeps the country reaches new heights. Although it's a joyous time of the year, the holidays almost always seem to put a tremendous dent in most people's budgets.

Many businesses say thank you to those in uniform by offering discounts to active duty military. So, your ID card may be worth more than you know! Regardless of the time of year, it pays to ask merchants if they give a military discount.

All Hands did some asking for you, and found some great deals for Sailors. Accept the list below as a gift from us to you. Have a safe and happy holiday!

(This list is not comprehensive, nor is it an endorsement by the U.S. Navy or DOD.)



► Airlines

Savings depend where you are flying from and your destination:

American

Savings depend on your destination:

**Continental
Northwest
Southwest
USAIR
United**



10 to 50 percent off depending on your destination:

Delta & TWA

► Automobile Purchase

Military Sales - Call (516) 921-2800 if you are stationed overseas. Discounts are available on overseas sales of American-made vehicles (Ford, General Motors, Chrysler) and Harley-Davidson motorcycles through Military Sales.

Navy Auto Source - provides discounts on American-made automobiles for ship-based Sailors deployed overseas from a CONUS port for 30 days. Navy Auto Source is located at sites where there is no Navy Exchange Auto Sales outlet.

► Buyers' Markets (Credit Unions)

Navy Federal Credit Union - Members can call a new car buyer's service at 1-800-336-3333 and obtain price information on new cars. The service is free.

► Automobile Rental

Discounts vary from city to city and on type of car rented:

**Alamo
Budget
Dollar
Enterprise
Hertz
National
Sears
Thrifty**



\$5 off per day:

Admiral (San Diego)

Government rate available for economy to full size car:
Avis

► Automobile Repair

Discount depends on location and type of service:

Grease Monkey
Precision Tune

10 to 15 percent depending on location and day of week:

Jiffy Lube

10 percent:

Meineke Muffler

10 percent off (can't use with other offers):

Speedy

► Bus

Greyhound - Active-duty personnel can travel round-trip, anywhere in the continental United States, for \$169 or less.

► Cards and Collectibles

The Shack (San Diego) - 10 percent discount.

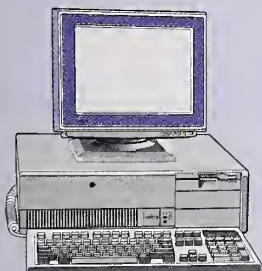
► Computers

CompUSA

Discount depends on product, check your local store's Government Purchase Department.

Government Technology Services, Inc. (GTSI)

5 to 15 percent discount on computer hardware and software when purchased through the Personal Purchase Program.



Call Mike Ebert or Ashley Hill at 1-800-999-4874 ext. 2234/2231.

► Cruise Lines

- Call your local MWR or SATO for military rates.

► Eye Glasses

Hour Eyes - 20 percent (Locations in Md., D.C., Va., Pa.).

LensCrafters - 10 percent.

Sears - Military on CHAMPUS get 50 percent off frames and 30 to 40 percent off lenses.

Vision Works - 10 percent, but will match any price.

► Fitness Equipment

Heartline - Discount varies depending on type of equipment purchased.

Nordic Trak - 10 percent.

► Hotels

Discount varies from hotel to hotel:

Comfort Inns

Courtyard by Marriott

Days Inn

Doubletree

Embassy Suites

Hampton Inn

Hilton

Holiday Inn

Howard Johnson - *(Discount varies for local events).*

Hyatt Hotels - *(Show ID at check-in).*

Inter-Continental Hotels

La Quinta Inns

Marriott

Radisson

Ramada

Sheraton *(Must have orders).*

Sonesta Worldwide *(Usually 15 percent).*

Savings depend on individual hotel; up to 48 percent worldwide, 20 percent OCONUS:

Best Western

Room discounts depending on time of year and length of stay:

Circus-Circus (Las Vegas)

Discount is dependent on area per diem:

Red Roof Inn

Stouffer/Renaissance Hotels

Savings vary from hotel to hotel, but all give a government discount (up to 50 percent in some areas):

Ritz Carlton

Discount may vary depending on location and time of year, but usually 10 percent:

Susse Chalet

NAVY LODGE facilities are usually 20 percent less than commercial lodging.

► Military Resorts

Hale Koa Hotel (Hawaii) - Call (808) 955-0955. You can make reservations up to one year in advance.

American Forces Recreation Center Garmisch/Chiemsee (Germany) - Call 011-49-8821-750-2847/2712. You should make reservations six months to a year in advance.

Shades of Green (Orlando) - Call (407) 824-3600. Recommend making reservations three months in advance. They take reservations up to 53 weeks in advance. Holidays are usually sold out one year in advance.

► Motorcycle Shops/Sales

South Bay Motorsports (San Diego) - 10 percent on parts and accessories.

Harley-Davidson - Savings through Military Sales.

► **Movies** - See your local MWR for discounted tickets for some theaters

Mann Theaters (San Diego) - Military discount on select features.

► Sporting Goods Stores

Athletic House - 10 percent off after filling out a store card.

Total Fitness - 10 percent off.

► Sports

Bowling

Fairlanes - *No individual discounts; group rate for 15 or more.*

Skydiving

Air Adventure (San Diego) - *\$20 off tandem, static line and accelerated free fall instruction.*

► Theme Parks/Water Parks

Busch Gardens-Williamsburg - Active-duty pay \$24.60 instead of \$28.95 at the gate. Other discounts are offered through MWRs.

Disney World - Active-duty personnel pay \$35.50 instead of \$39.22 for a day at Disney World. These tickets must be purchased at Shades of Green. Other discount packages are offered through MWRs.

Disneyland - No discounts at the gate. Military personnel can purchase discount tickets from the local MWR office.

Six Flags - No discounts at gate. Personnel must purchase discount tickets through local MWRs.

Water Country USA - Active-duty personnel pay \$16.95 at the gate instead of \$19.95. Personnel should check local MWRs for other discount packages.

Colonial Williamsburg - No discount at the gate. Military personnel can purchase discount tickets from MWR offices.

Your Navy Exchange



How low can the prices go?

Sailors save some serious bucks with products and services through the Navy Exchange (NEX) and its vendors.

Check out these examples:

- ✓ Military auto sales net discounts up to \$2,500 or about 18%.
- ✓ Auto rentals through NEX outlets can save customers more than 18% depending on the size of the car.
- ✓ NEX car care centers are 20% lower than flat rate labor prices at other repair shops, while tire balancing is 25% lower.
- ✓ Computer buyers save about 20%—and sales tax—at NEX.
- ✓ Toys, athletic shoes, exercise equipment and pet products all cost about 20% less at the Navy Exchange!

► **Tires**

Kelly-Springfield

10 percent off service,
5 percent off tires.

NTW

5 percent.

Stidham Tire

10 percent all loca-
tions.



► **Travel**

Discounts depend on destination, time and mode of travel:

American Express
Carlson
SATO
Travel Network

► **Truck Rental**

Hertz

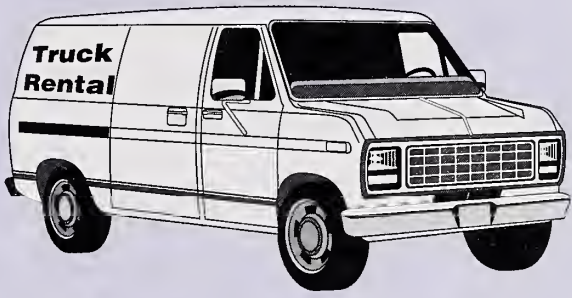
13 percent off original price (show ID).

Ryder

10 percent off original price (show ID).

Thrifty

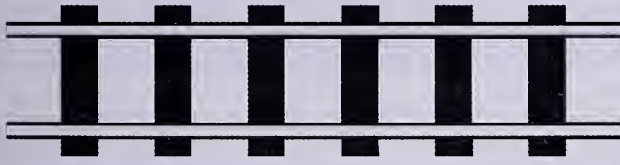
10 percent off original price (show ID).



► **Toys** - Retail toy stores do not offer military discounts.
See your local Navy Exchange facility or Toyland.

► **Train Travel**

Amtrak - Military Furlough Fares give approximately 25 percent off regular coach fare.



This list is not all-inclusive – it is just a sampling of the discounts available.

Let us know if you find other merchants who offer discounts to the military.

We'll pass on more savings tips in the future!

Write: Naval Media Center, Publishing Division
ATTN: Savings
Naval Station Anacostia, Bldg. 168
2701 S. Capitol St., S.W.
Washington, D.C. 20374-5080

Fax: DSN 433-4747 or (202) 288-4747

E-mail: pubs@media.mediacen.navy.mil

Many businesses support our Sailors by offering super military discounts...but, often, you won't know about great savings until you ask!

THE RIGHT COMBINATION

Sailor croons his way to the top

Story by Patricia Oladeinde, photos by JO1 Ron Schafer

Every Friday night in Virginia Beach, Va., Hospital Corpsman 3rd Class Shane Archbold and his band, "The Right Combination," play popular country music, as well as original songs, to a toe-tapping, finger-snapping audience.

The rest of the week, Archbold, stationed at the Naval Medical Center in Portsmouth, Va., takes care of special medical gear and helps surgeons on routine assignments and procedures all day. After hours, he catches his breath, grabs a bite to eat and changes from hospital scrubs to jeans, before he's off pursuing his second career — singing.

"[Country music is] no longer about your pickup truck, your fishing pole, losing your dog or getting a divorce and being left with 10 kids. It's about what's happening in everyday life — the good and the bad."

Most nights, the rising star can be found in a garage-turned-studio, dabbling on keyboards or playing rhythm guitar while trying to achieve his lifelong goal.

"Music is what's in me. I've been doing it all my life, and it's what I enjoy doing most. I love being on stage and performing in front of a lot of people," said Archbold as he steps up to the microphone and readies himself for the next take.



HM3 Shane Archbold doesn't believe in imitating anyone's style. "Everybody should have his or her own identity. These days imitating someone is not so much flattery but sheer mockery. If success is to be gotten, I'd rather achieve it myself."

As the heavily-bassed melody permeates the makeshift studio, and the ceiling fans hastily turn — sucking up the heat cast off by the array of gadgets and gizmos — the Christchurch, New Zealand, native croons his verse, "Baby let's drive, let's go cruising." Archbold pauses to see if the director gives him a 'thumbs ups' signal for this take. But not so, as usual. More rehearsing is needed for his soon-to-be-released record demo.

"If you want the professional sound, quality and gold records, you gotta work long and hard for them," said Archbold with his slight New Zealand accent.

After Archbold completes a demo, his dream is to sign with a recording company owned by



During a normal duty day, HM3 Shane Archbold goes through his daily morning ritual — scrubbing up before entering the sterile surgical suite.

Reba McIntyre, the award-winning country singer.

Although the 27-year-old considers his music country, the tempo and lyrics most people associate with country music have changed.

"Country music has gone through an evolution," Archbold said. "It's no longer about your pickup truck, your fishing pole, losing your dog or getting a divorce and being left with 10 kids. It's about what's happening in everyday life — the good and the bad."

Balancing careers certainly is no easy task for this corpsman who finds himself pulling extra long hours in the hospital and at the studio. "It's a matter of prioritizing things," he said. "The only difference between the jobs



is that at the hospital, the job is a team effort. Everyone depends on each other to get the job done, including the technicians, nurses and anesthesiologists. But in the studio, I coordinate everything," he said while waiting for the director.

"Okay, that's enough, Let's do it once more and get out of here," the director yelled to Archbold.

As the director cued up the music for the last track, the bass vibrated through the foam-paneled walls and highly sophisticated electronic gear.

"Sounds good, what do you think Shane?," yelled the director.

"I like it, I'll take it," Archbold yelled back.

"Then it's a wrap," said the director as the music faded.‡

Oladeinde is a staff writer for All Hands. Schafer is a Norfolk-based staff writer for All Hands.

Nautical rhymes recalled from the past

Story by JO3 Jeremy Allen

The Navy has made leaps and bounds in using the latest technology, and a day doesn't go by when there aren't upgrades to our newest satellites and computers. Yet, there still exists the need for tried-and-true traditions. Some traditions, found in the form of jingles and sayings, are used daily by Sailors throughout the fleet. But their real origins are in the salty deck-plate Sailors of yesteryear.

According to Master Chief Petty Officer of the Navy Master Chief Electronics Technician (SW) John Hagan, "learning the origin and full meaning of nautical terms, traditional adages and Navy-unique proverbs and sayings is immensely valuable. They need to be remembered and passed down from ship to ship and Sailor to Sailor." Hagan added, "Our special vocabulary gives us a better sense of our history. Sailors who appreciate their heritage are more likely to achieve career goals and enjoy a fuller life."

Senior Chief Boatswain's Mate Tammy P. Springsguth, boatswain's mate detailer at BUPERS, noted the following proverbs still are used to guide ships to shore. When a ship is getting ready to pull out of port, one should look to the sky and find the weather for tomorrow ...

⊗ A red sky in the morning,
Sailors take warning;

A red sky at night,
A Sailor's delight.

And,

⊗ The evening red and morning gray,
Are sure signs of a fine day;

But the evening gray and morning red,
Make the sailor shake his head.

But,

⊗ With the rain before the wind,
your topsail halyards you must mind;

But when the wind's before the rain,
you may hoist your topsails up again.

⊗ Long foretold, long last;
short notice, soon past.

⊗ If Bermuda lets you pass,
then look out for Hatteras.

⊗ When the wind veers against the sun,
trust it not, for back it will come.

⊗ When the sun sets in a clear,
an easterly wind you need not fear.

⊗ First rise after very low,
indicates a stronger blow.

Throughout the Navy, Sailors have relied on sayings as a memory aid. "Red, right and returning," is a phrase still used to remember what side of the channel to steer along. Red is the color buoy that should be on the right side of the ship when returning to port.

The Rules of the Road, by Thomas Gray, contains sound advice for the helmsman and officer of the deck (OOD) alike:

Two steamers meeting:

⊗ When both side lights you see ahead,
port your helm, and show your red.

Two steamers passing:

⊗ Green to green, or red to red,
perfect safety, go ahead.

Two steamers crossing:

- ⊗ If to your starboard red appears,
it is your duty to keep clear,
To act as judgment says is proper,
to port, or starboard, back, or stop her.
But when upon your port is seen
a steamer's starboard light of green,
There's not so much for you to do,
for green to port keeps clear of you.

Ships must keep a keen lookout for other vessels when steering. If you forget, just remember this rhyme. Steamers must stop and go astern if necessary.

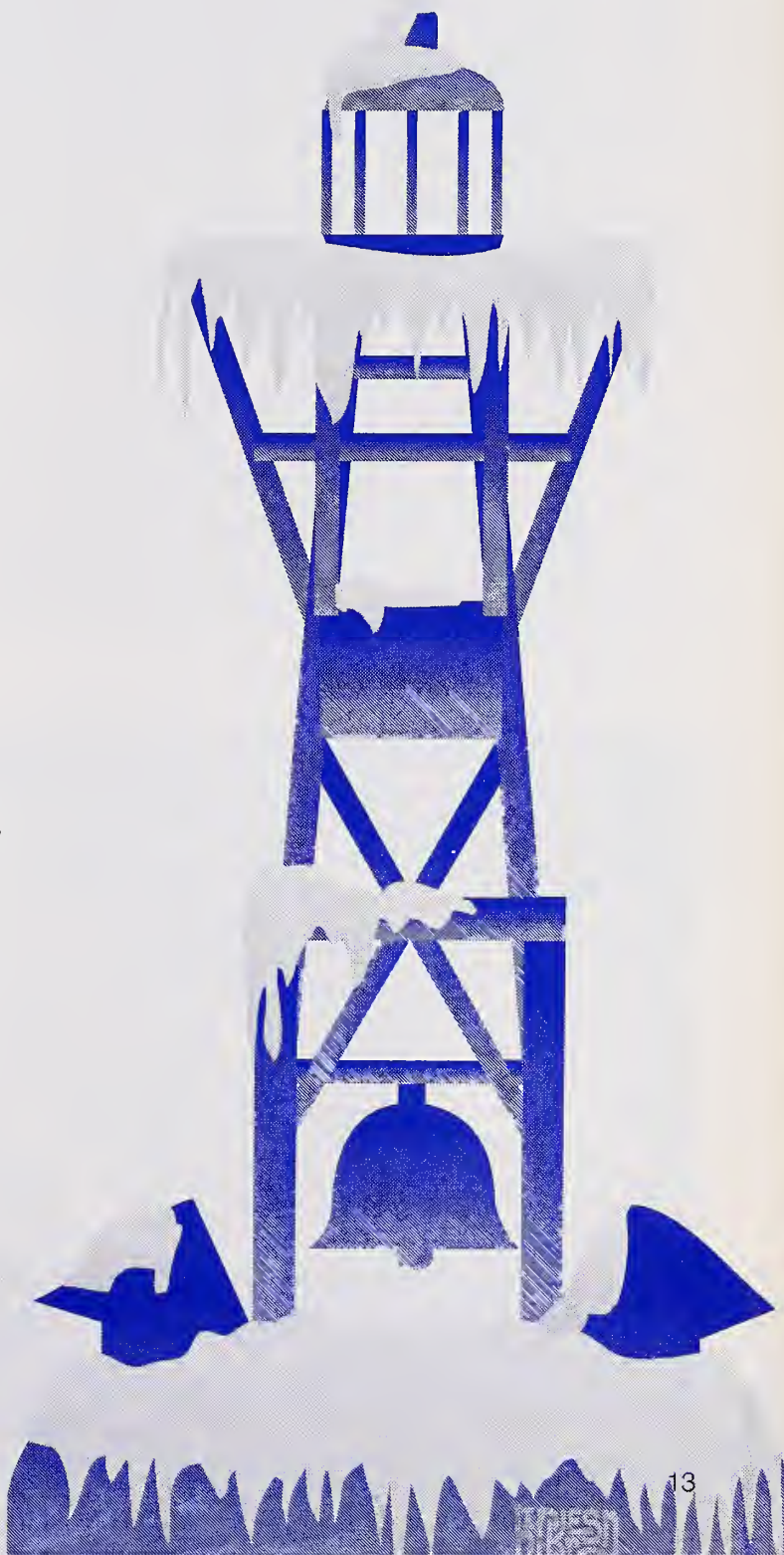
- ⊗ Both in safety and in doubt,
Always keep a good lookout;
In danger with no room to turn,
Ease her! Stop her! Go astern!

When you're under way at night and you see, "red over white, fishing at night," these colors denote vessel fishing at night.

According to BMCM(SW) Wilbert Calloway, Destroyer Group 8's command master chief, "green over white, training at night," means the crew on board is training when these colors are shown. If you see "red over green, it's a sailing machine," you're looking at a sailing boat.

So, the next time you're sailing the high seas, quiz yourself and see if you're indeed a "salty Sailor." †

Allen is a staff writer assigned to All Hands. "Seaman's Proverb" is taken from The Bluejackets Manual, 1902, U.S. Naval Institute, Annapolis, Md.



Vinson protects its environment

Story by JO1 Bill Dagendish

The Navy recently took major strides toward achieving a cleaner environment when Chief of Naval Operations (CNO), ADM Mike Boorda, selected USS *Carl Vinson* (CVN 70) as the afloat prototype for the Navy's Pollution Prevention (P-2) Afloat Program.

Because pollution prevention, compliance with environmental laws and proper stewardship of our resources are primary goals, the Navy developed the program to find ways to prevent or significantly reduce environmental pollution.

"This program will change the way the Navy conducts maintenance and help eliminate the dumping of hazardous materials into the environment," said CDR Eric Dean, the Aviation Intermediate Maintenance Department (AIMD) officer, aboard *Vinson*.

Dean added that maintenance labor hours will be reduced without affecting material condition, operational readiness or environmental safety.

"Because of the concern for the environment, it's

only natural that we set the example for others to follow," said Aviation Machinist's Mate 1st Class (AW) Rob Bautista.

According to CDR Stu Paul, P-2 program assessment team leader, the team looks at waste handling, future environmental consequences and discusses solutions to existing problems. They try to improve everything about hazardous material, from procurement to disposal.

When asked to help with *Carl Vinson's* project, technical experts, chemists and scientists from various Navy technical support organizations readily accepted the challenge.

"The P-2 program provides

ideal ways to enhance and to safeguard our natural environment, while [it] simultaneously allows us to continue our operational mission," said CAPT Larry C. Buacom, *Carl Vinson's* commanding officer. "Because we are environmentally conscious, *Carl Vinson* and the U.S. Navy continue to educate our Sailors and Marines about the environmental challenges facing today's sea-going Navy."

"I enjoy being part of a program that helps the environment," said

◀ ADAA Harry Chapman (left) and AD1(AW) Rob Bautista of USS *Carl Vinson's* (CVN 70) AIMD, maintain one of the many engines in the ship's jet engine shop. The pollution prevention process is better for the environment and will improve the efficiency of their day-to-day tasks.

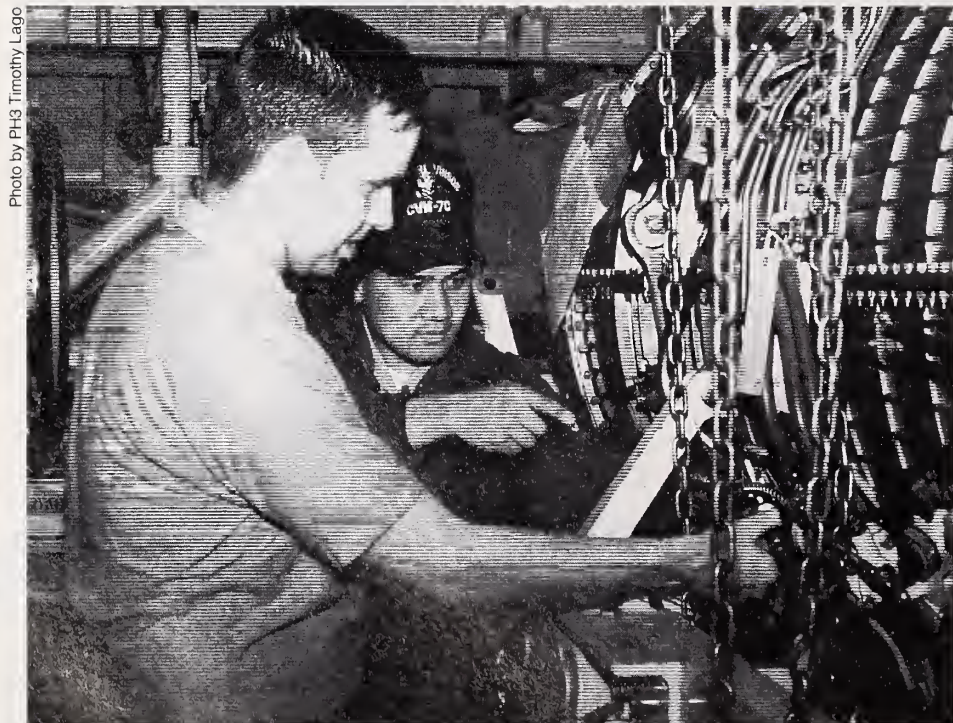
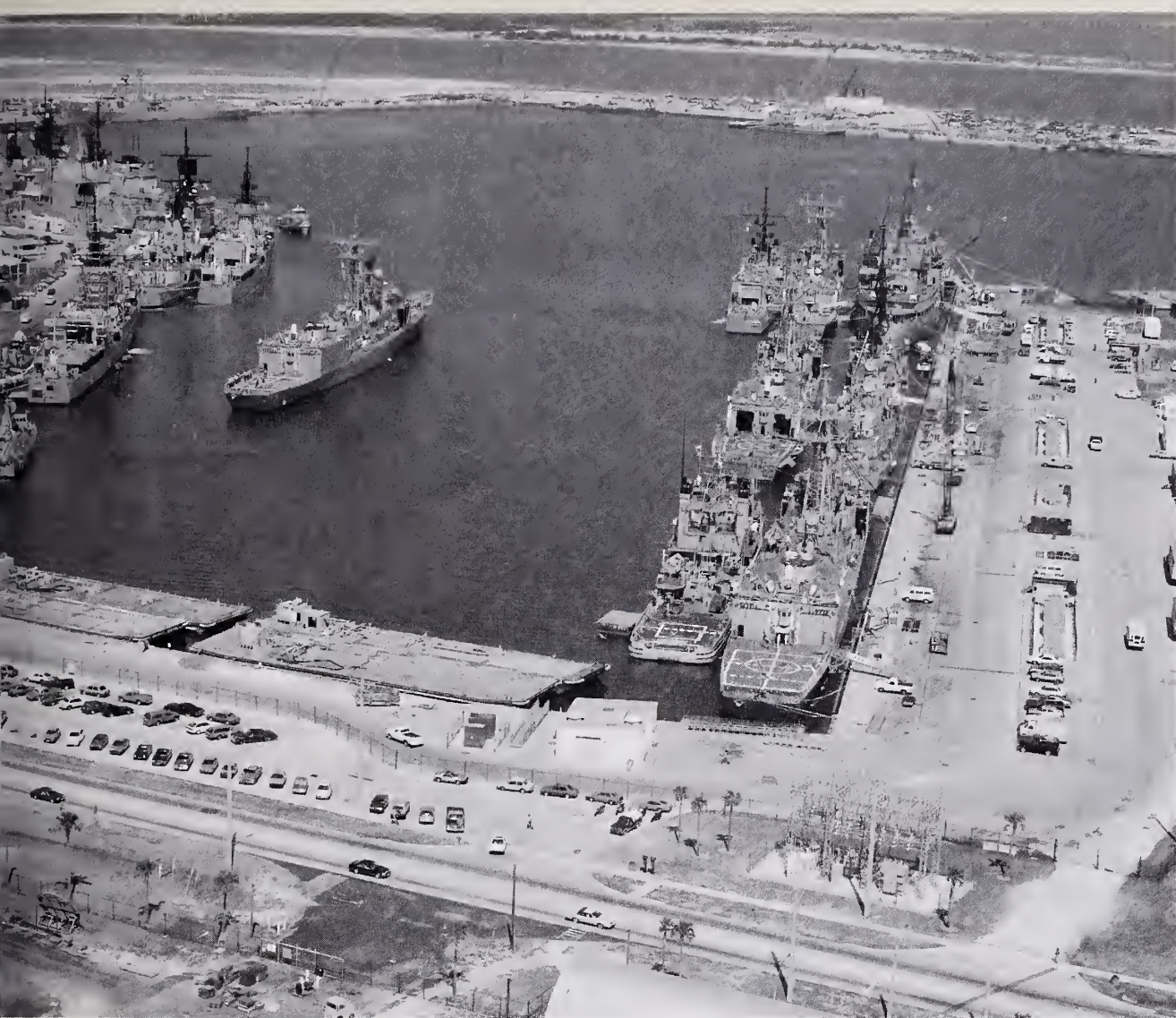


Photo by PH3 Timothy Lago





U.S. Navy photo

ADAA Harry Chapman. "I hate seeing the environment destroyed."

The need for a shipboard program became clear after the Navy selected NAS Mayport, Fla., and NAS North Island, Calif., to serve as the two shore-based prototypes. Pollution prevention initiatives such as new ways to use and maintain equipment were then introduced at these two sites to help the Navy meet its environmental goals.

Because Navy ships produce between 30 and 70 percent of the hazardous waste handled by these shore facilities, the CNO realized ships would benefit from a similar program.

"And it was an easy choice, because of the command's environmental consciousness," said Mary Jo Bieberich, a chemist and team member. "When you think about it, a command's pollution prevention rate is only as good as its awareness."

"Our efforts today will ensure a happier, healthier environment for future generations of Sailors and Marines," Baucom said.

Bieberich said the team will visit and evaluate other

▲ The Navy selected Naval Station Mayport, Fla., (above), and Naval Station North Island, Calif., as the two shore-based sites for the Navy's Pollution Prevention Program.

ships and pass on the lessons learned on *Carl Vinson*. The team expects to start 25 to 30 improvements on *Carl Vinson* before the ship's next WEST-PAC deployment.

"We want to make life healthier, happier and safer for the deckplate Sailor," Paul said. "This complicated process won't change overnight, but we'll find a way to make it happen — and fast!"

"I think it's great the Navy is setting the standards in helping keep the environment safe for our children's children," said AD3 Alvin Edwards. "I hope other services and corporations will follow our example." ‡

Dagendish is a photojournalist and Lago is a photographer's mate assigned to the public affairs office, USS Carl Vinson (CVN 70).

So far away from home

As the holidays draw near, some Sailors will be visiting loved ones, vacationing or just relaxing at home with family and friends. Not every Sailor, however, will have those luxuries.

During this holiday season, many of our shipmates will be patrolling the high seas aboard ships in the Atlantic, Pacific and points in between. The need for naval presence worldwide does not cease to exist anytime - even during the holidays.

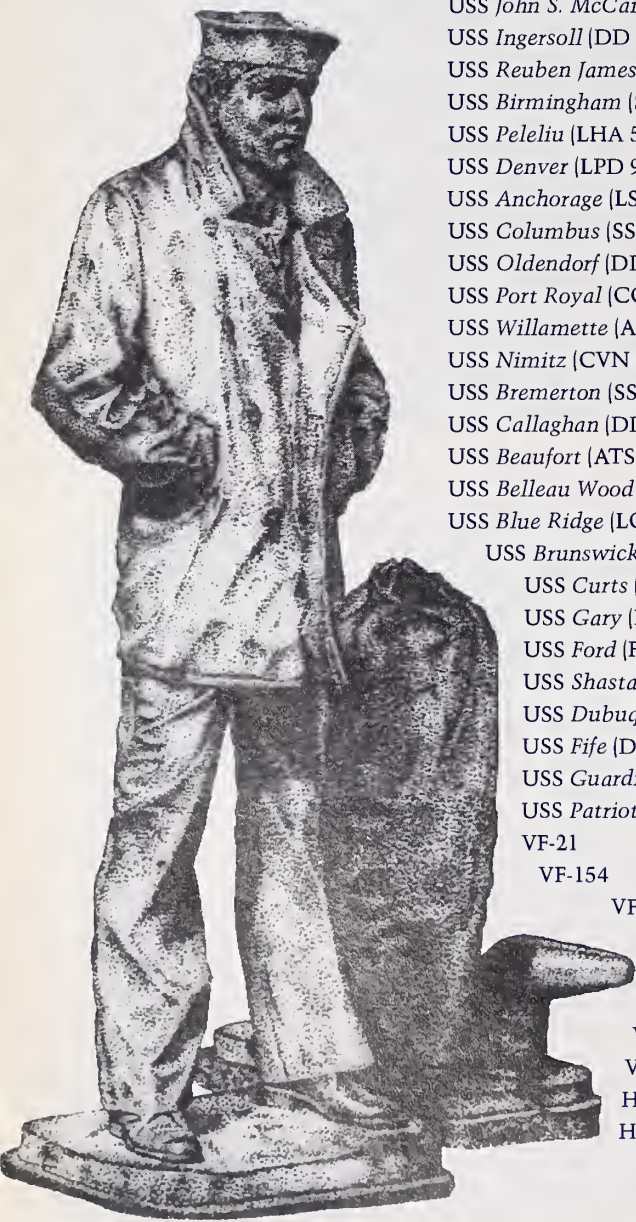
The All Hands staff extends their gratitude to shipmates who were identified at press time as being scheduled for deployment during this season, and to their families. There are of course other deployed units that we cannot mention at this time. Seasons greetings.

Pacific Fleet:

USS Curtis Wilbur (DDG 54)
 USS Harry W. Hill (DD 986)
 USS Honolulu (SSN 718)
 USS John S. McCain (DDG 56)
 USS Ingersoll (DD 990)
 USS Reuben James (FFG 57)
 USS Birmingham (SSN 695)
 USS Peleliu (LHA 5)
 USS Denver (LPD 9)
 USS Anchorage (LSD 36)
 USS Columbus (SSN 762)
 USS Oldendorf (DD 972)
 USS Port Royal (CG 73)
 USS Willamette (AO 180)
 USS Nimitz (CVN 68)
 USS Bremerton (SSN 698)
 USS Callaghan (DDG 994)
 USS Beaufort (ATS 2)
 USS Belleau Wood (LHA 3)
 USS Blue Ridge (LCC 19)
 USS Brunswick (ATS 3)
 USS Curtis (FFG 38)
 USS Gary (FFG 51)
 USS Ford (FFG 54)
 USS Shasta (AE 33)
 USS Dubuque (LPD 8)
 USS Fife (DD 991)
 USS Guardian (MCM 5)
 USS Patriot (MCM 7)
 VF-21
 VF-154
 VFA-192
 VFA-195
 VA-115
 VAQ-136
 VAW-115
 VS-21
 HS-14
 HSL-51

Atlantic Fleet:

USNS Saturn (T-AFS 10)
 USS Vicksburg (CG 69)
 USS Elrod (FFG 55)
 USS Oklahoma City (SSN 723)
 USS Hampton (SSN 767)
 USNS Leroy Grumman (T-AO 195)
 USS Alexandria (SSN 757)
 USS Simon Lake (AS 33)
 USS Simpson (FFG 56)
 USS Boone (FFG 28)
 USNS Apache (T-ATF 172)
 USNS Powhatan (T-ATF 166)
 USS America (CV 66)
 USS Normandy (CG 60)
 USS Monterey (CG 61)
 USS South Carolina (CGN 37)
 USS De Wert (FFG 45)
 USS Boone (FFG 28)
 USS Scott (DDG 995)
 USS Monongahela (AO 178)
 USS Butte (AE 27)
 USS Wasp (LHD 1)
 USS Shreveport (LPD 12)
 USS Whidbey Island (LSD 41)
 VF-102
 VFA-82
 VFA-86
 VS-32
 VAW-123
 VMAQ-3
 VMFA-251
 HS-11
 VQ-6, Det. A
 VRC-40, Det. 4
 HSL-42, Det. 10
 Amphibious Squadron 4
 26th MEU SOC
 BLT-26
 HMM-264 (Composite)



Sunny Florida Welcomes



Photo by PH2 Cheryl Stenk

USS *JOHN F. KENNEDY*

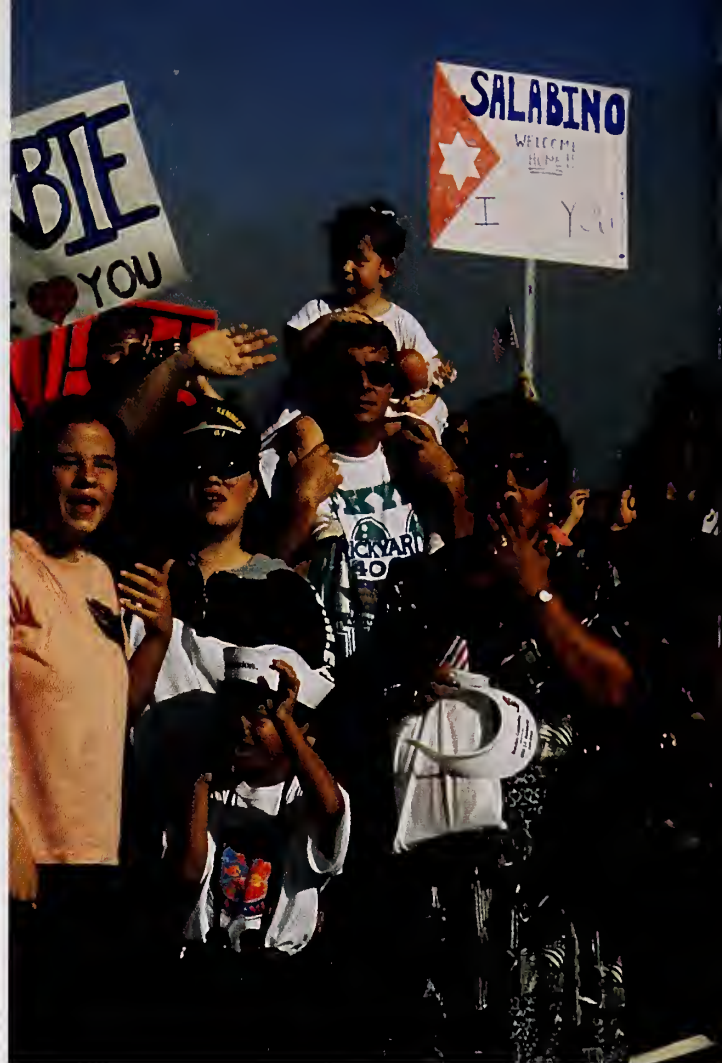
Story by JO1(SW) Jim Conner, photos by PH3 Sam Dallal

The warm morning rays of the sun and thick blanket of sticky humidity smothered the town of Mayport, Fla. More than 1,000 sweat-drenched faces stared at the horizon through the morning mist waiting for a glimpse of the floating city. A huge celebration was about to unfold.

It was 9 a.m., Sept. 22, 1995, and USS *John F. Kennedy* (CV 67) was only minutes away from pulling into its

Previous page: AE1 Henderson Hill is greeted by his wife Connita and daughter Unique, while sons Henderson, Jr. and Javier stand guard.

▼ YN1 Douglas Freudenberger waves to his wife and daughter as the ship ties up to the pier.



new home port after a two-year, \$491 million comprehensive overhaul in the Philadelphia Naval Shipyard.

Tensions were high as a local band entertained the crowd, and coffee, donuts and other refreshments were passed around. Television and radio technicians made last-minute equipment checks as newspaper reporters and photographers readied themselves to record the event.

Finally, at 9:40 a.m., many eyes filled with tears and a thunderous applause erupted from the wives, husbands, children and friends of *Kennedy's* Sailors as the mighty ship came into view.

"There are a lot of happy people out here this morning," said Heather Freudenberger, an ombudsman for *John F. Kennedy*, as she steadied her 2-year-old daughter Lauren on her hip. "We've been here since May waiting for this day to finally arrive. It's just a tremendous relief knowing the wait is over."

Her husband, Yeoman 1st Class Douglas Freudenberger has been stationed on *Kennedy* since June 1993, working in the operations department. As an ombudsman, Heather Freudenberger contacted many family members during the relocation.

"I attended monthly spouse support meetings where we organized family activities, fund raisers and provided information and referrals," explained the native of Fredericktown, Ohio.

According to Freudenberger, NAS Mayport Family Service Center (FSC) was instrumental in providing support

to help families make a smooth transition during the ship's change of home port.

Nina Buck, a financial educator at the FSC, said Mayport has been gearing up for *Kennedy's* arrival. "We've been providing a lot of assistance to family members as they've been coming to the area the past few months," she said. "Many spouses came here without knowing the cost of living in the area. We've been able to help them get jobs and places to live."

According to Buck, there is an enormous amount of support for the Sailors in the civilian community. "All you have to do is look around and see all the 'Welcome Home JFK' signs on many of the local businesses. It is a definite boost to the local economy as well."

The 1,052-foot-long aircraft carrier brings with it a crew of about 3,000 Sailors and their families. The 27-year-old ship, previously stationed in Norfolk, has been designated an Operational Reserve Carrier and Reserve Force ship. Active and reserve components will use *Kennedy* during training exercises and the carrier will make regular deployments.

U.S. Rep. Tillie Fowler of Florida, flew out to the ship the day before its arrival and rode in with the crew. "All of Jacksonville is looking forward to having the ship and its crew here for many years to come," she said. ♣

Conner is a staff writer and Dallal is a photographer for All Hands.

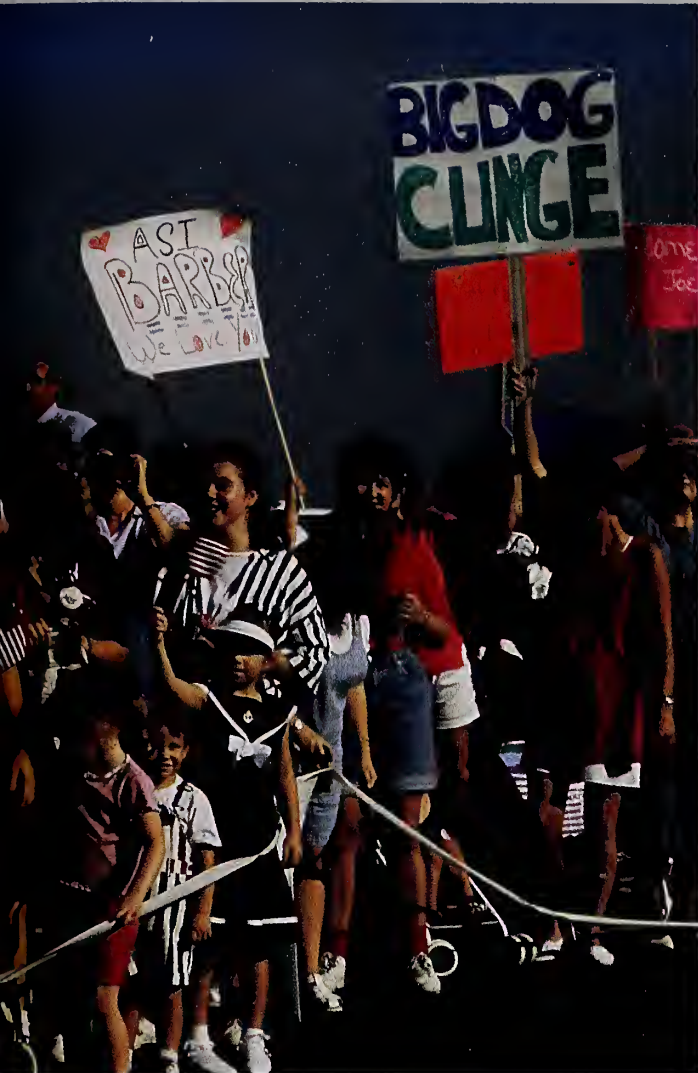


Photo by SN Rhonda Feedback

◀ Thousands of family members and friends of the crew of USS *John F. Kennedy* (CV 67) eagerly await the ship's arrival in Mayport, Fla.



▼ AVCM(AW/SW) James L. Edwards, *Kennedy's* command master chief, greets his new 10-week-old granddaughter Maria Edwards.



Photo by SN Rhonda Feedback



Photo by PH2 Cheryl Steik

▲ Heather Freudenberger and her 2-year-old daughter Lauren wave to "daddy," YN1 Douglas Freudenberger, as *Kennedy* pulls into Mayport, Fla.

USS ABRAHAM LINCOLN'S

Green Lizards

Story by LT Dave Platte

As the red Arabian Gulf sun crept up over the horizon on a late summer morning, there was nervous anticipation on the flight deck of USS *Abraham Lincoln* (CVN 72). Air crews arrived at their jets to find a flight deck full of *Intruders*. The emergence of aircraft NH502 on the ship's elevator, coming up from the hangar bay below, completed the flight deck's readiness.

With the deck now in *Intruder* configuration, the tower issued the call to start engines. As ground crews busily completed the final stages of preparing each jet for launch, the *Intruders* taxied forward toward the ship's catapults. From the time the first jet was hurled into the sky by *Lincoln's* cats, it took less than 10 minutes to get all 14 *Intruders* airborne.

Armed with *HARM* missiles and highly explosive bombs, the Green Lizards of VA-95 conducted attack runs on 14 different targets with all planes reaching their bombs-on-target time simultaneously.

The Lizards were proud of their accomplishments. Not many squadrons, three months into a grueling Arabian Gulf deployment, can put all their aircraft airborne, fully mission-capable, achieve 100 percent target acquisition, conduct



a flawless 14-plane fly-by in formation and return to the ship for a 100 percent boarding rate — all in one launch!

"The greatest event of my naval career was the 14-plane event," said Aviation Structural Mechanic 2nd Class (AW) Lloyd Billups II, from Yakima, Wash. "I am extremely proud to be a part of the Green Lizard team. It took a huge amount of work by our maintenance department to bring that off. We were the only squadron to fly all our jets fully mission-capable in one go. I never had any doubt we could do it."

VA-95's final deployment, affectionately known as "the Lizards' last romp," represented the last stages of the phase-out of the squadron. The A-6E *Intruder*, has been the backbone of the Navy's air strike capability for 30 years.

"Our last deployment, our last day in the sun went as smoothly as

it could have. We achieved ... every goal we set, all without any hitches," said AMSC(AW) Phillip Gale, a Lyden, Wash., native. "The big players in this were the troops. They, above all others, made this cruise a pleasure."

Airman Kirk Homrighaus, VA-95 Plane Captain of the Month for August 1995, added, "We've done a lot out here to keep Iraq in check. We definitely did our job. That 14-plane fly by will live on in our memories for a long time." ‡

Platte is the public affairs officer for VA-95. U.S. Navy photos.

Editor's Note: The Green Lizards disestablished during November 1995. VA-75, the last squadron of A-6E *Intruders*, will deploy with USS *Enterprise* (CVN 65) in June 1996.



Don't get iced out of a vacation



Story by JO1(SW) Jim Conner,
photos by PH3 Sam Dallal

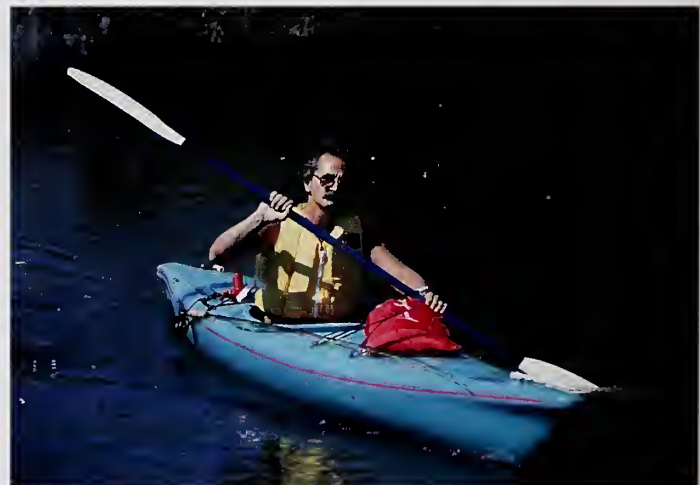
It's that time of year again — holiday shopping, sleigh-rides, decorated trees, family get-togethers and summer vacations. What? Summer vacations? According to David Boughton, director of recreation at the Navy Recreation Center, Solomons, Md., now is the best time for Sailors to plan a great escape for the summer.

"Solomons has something for just about everyone," said Boughton. "We offer some of the best fishing and crabbing in the area. We also rent bungalows, cottages, apartments and some brand new log cabins complete with new furniture."

There are also 350 campsites for trailers and tents, as well as four outdoor swimming pools, a marina, swimming beach and a 700-foot fishing pier. Visitors can rent boats of all shapes and sizes, and play miniature golf, horseshoes, tennis, racquetball, volleyball and softball.

"Our reservation book fills up very quickly," explained Boughton. "The trick is to get your reservation in early. We begin taking summer reservations January 1 for active-duty Navy."

According to Boughton, Solomons, the largest Navy Recreation Center in existence, is very



▲ Kayaking is one of the many water sports available at the Solomons Island marina.

▲ Family members enjoy a day at the beach at Solomons Island.

family oriented. "It's a wonderful place to spend a vacation with your kids. We are located about 45 miles south of Annapolis, Md., just 10 miles north of the Patuxent Naval Air Station on the Patuxent River."

Open all year round, Solomons offers fishing and duck hunting in the winter along with indoor



◀◀ The marina at Solomons offers boat slips and ramp access to vacationers with their own boats.

◀ The area's natural beauty attracts people to the recreation center for special occasions.

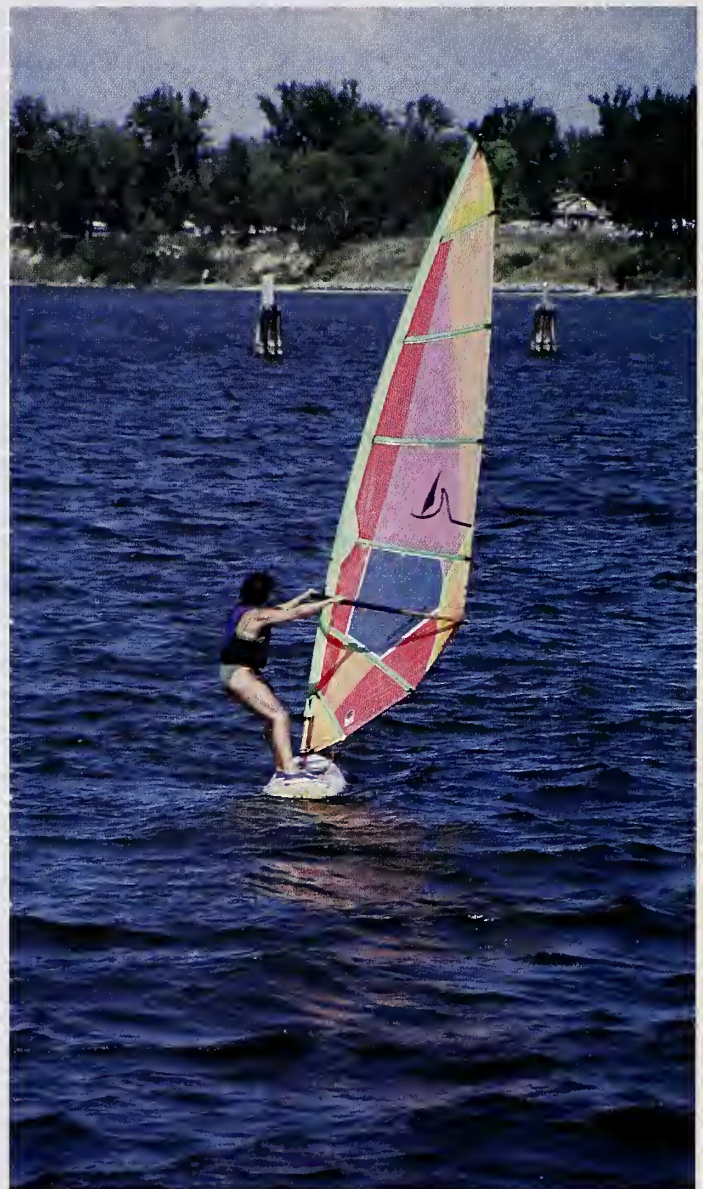


▲ Just before sunset a young boy tries his luck fishing near the pier.

► Wind surfing on the Patuxent River is another water sport the resort offers.

racquetball, movies on Friday night and an indoor arcade. Solomons also caters to command functions and conferences. Eligible patrons include active-duty, retired, reserve military personnel and their family members and DOD civilians. For reservations call 1-(800) NAVY-230. For more information contact David Boughton at (410) 326-7165. ⚓

Conner is a staff writer and Dallal is a photographer for All Hands.





Using *Deliberate Force*

ROOSEVELT

mission accomplished

Story by JO2 John-Henry Doucette,
photos by PH3 Darren R. Downing

The aviation ordnancemen were strategically placed along the weapon's body like a pit crew around a Formula One race car. The eight-man crew huddled around a 2,000-pound, laser-guided bomb aboard USS *Theodore Roosevelt* (CVN 71) as it steamed toward the Adriatic Sea preparing for Operation *Deliberate Force*. *Deliberate Force* is NATO's biggest military operation and the largest bombing campaign in Europe since World War II.

Roosevelt Sailors were uncertain if they'd be called upon to strike against Bosnian Serb targets. What they were certain of was that they would be ready for the mission if called upon.

Ordnancemen from *Roosevelt's* G-3 division assembled more than 30 bombs for a possible attack. Each Sailor knew what would be used if the strike occurred.

"We just build," said Aviation Ordnanceman 3rd Class Joe D. Bell. AO3 Duane B. Robinson added. "We're called on to do a job and we do it, no problem."

Making bombs means nothing without the aircraft to deliver them, and more importantly, the trained teams needed to complete the strike. Enter the "Black Aces" of fighter squadron (VF) 41, embarked with Carrier Air Wing 8 aboard USS *Theodore Roosevelt*.

According to CDR Dick Bedford, VF-41's commanding officer, the Black Aces and their F-14 *Tomcats* didn't quite fit into NATO's plans because,



▲ A VF-41 pilot inspects a Sidewinder missile on USS *Theodore Roosevelt's* (CVN 71) flight deck during the ship's and air wing's last day of air strikes.



▲ Sailors from G-3 division aboard *Roosevelt* assemble a guidance package for a 2,000-pound bomb.

◀ Crew members spell out "T-R ific" on the flight deck during the long journey home.



U.S. Navy photo

► A team from V-1 division moves an F/A-18 *Hornet* on the flight deck. V-1 recently completed their 20,000th aircraft move of USS *Theodore Roosevelt*'s operational deployment.



"The Navy strikes were predominantly nighttime precision strikes and the F-14 is a daytime bomber."

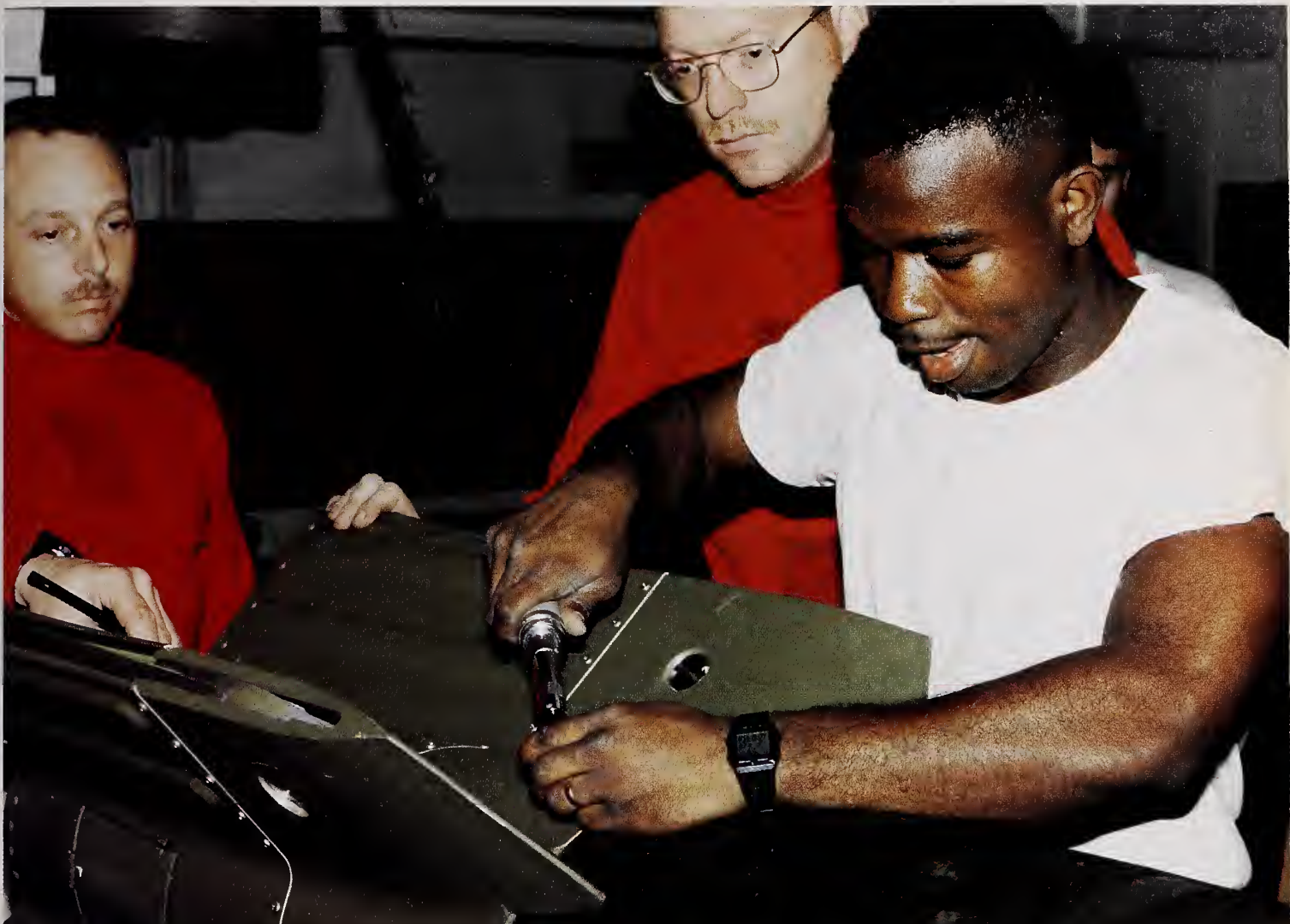
When they got the opportunity, a pair of *Tomcats* successfully hit their targets. "The best part was returning and seeing the faces of the Sailors on the deck when they saw we had no bombs," said one *Tomcat* aviator. "This is sort of a vindication of all their hard work. ... It shows the aircraft is still a viable platform. The Black Aces delivered 24,000 pounds of ordnance to Bosnian Serb targets between the initial *Tomcat* drop and *Roosevelt*'s departure from the Adriatic Sea." This is the first time an F-14 *Tomcat* has dropped air-to-ground ordnance in an operational mission.

That battle group action was monitored in the ship's Tactical Flag Command Center (TFCC). According to LT Herb Honaker, the battle group watch officer (BGWO), "TFCC compiled all the info for the battle group. That gives the battle group commander the strategic picture needed to make command and control decisions."

Part of the supporting cast for the evolution included operations and intelligence specialists who tracked information on a number of flashing, ever-changing displays. They also monitored and directed group communications and tracked contacts for the battle group.

"If something goes wrong, we have to be able to tell the BGWO why," said Operations Specialist 3rd Class Rick H. Kuehner, who monitors the Advanced Combat Direction System, used to identify contacts. "We also help pass our internal and external information to the battle group." Whether updating and transmitting information, directing aircraft traffic on the flight deck or assembling ordnance, *Roosevelt* Sailors played an important role in efforts to restore peace in Bosnia.‡

Doucette and Downing are assigned to USS Theodore Roosevelt (CVN 71).



▲ AO3 Duane B. Robinson, of Malden, Miss., attaches an air foil group to a 1,000-pound bomb for an ordnance build aboard *Roosevelt* during Operation *Deliberate Force*.



◀ OS3 Rick H. Kuehner monitors an Advanced Computer Display System console in *Roosevelt's* Tactical Flag Command Center.

THIS DUTY'S NOT SO TOUGH

Story and photos by JO1 Ray Mooney

"Liberty call. Liberty call. Liberty call for duty sections one, two, three, four, five, six, seven and eight."

If you were stationed aboard USS *Anchorage* (LSD 36), you would hear that call every nine days during an in-port period. That's because the San Diego-based amphib has nine — count 'em — nine duty sections.

Last May, two messages from the force commander hit the Pacific fleet. In them, the requirement for an independent rescue and assistance detail was waived and ship commanders were encouraged to add five or more duty sections from the extra labor.

Anchorage was already in five-section duty when the word came down, so they decided to jump to nine. "We wanted to stay in multiples of three if we could," said LCDR Michael J. Carlin, executive officer, "because we realized that nine sections is just a cold-iron, in-port San Diego watch rotation. When we're steaming or when we're deployed, we'll compress to three sections because we need the bodies on board. Three goes easily into nine, so it makes for simple math."

According to Navy Counselor 1st Class (SW) Leroy E. Blakey, the command career counselor, when word of nine-section duty got out, "There was a lot of talk about it in the mess line, the store line and anywhere else [Sailors can] make a line. Fifty percent of them thought it was the greatest thing in the world if it was ever going to happen, and the other 50 percent thought



SK1 Ernie D. Alayon, from the Republic of the Philippines, stands Officer of the Deck watch aboard USS *Anchorage* (LHD 36). He is in the ninth of nine sections of duty.

it would never happen," said the Yankton, S.D., native.

It did happen, but it took a little work to get it started. "There was quite a bit involved," said Chief Fire Controlman (SW) Lance D. Collins, from Hampton, Iowa. "We rewrote some ship instructions for security, consolidated the fire parties so that one individual could do more than one job and got people who don't normally stand watches qualified."

"What we had to do was, to use a TQL phrase, break the paradigms of what people were used to doing," Carlin said. "Certain rates don't stand certain watches. Well, why not? Engineers don't stand quarterdeck watches. Why not? Engineers don't stand pier watches. Well, they do here because somebody has to. That includes radiomen, mess management specialists and anybody and everybody else in the duty section."

"You usually stand two watches a duty day, but it's what they told us to expect and it's not a big deal at all," said Fire Controlman 2nd Class Jason J. Velasquez, from Sunnyside, Utah. "It's definitely worth it."

"You stand double watches sometimes, but then you get those eight days off," said Seaman Apprentice Jesus Quezada of Los Angeles. "And since we're getting ready for deployment, it gives you time to work things out financially, and time to go home to your family."

Transitioning to nine sections wasn't difficult for many of the Sailors aboard *Anchorage*. Basic and Advanced Damage Control training gave them most of the qualifications they needed anyway, so it's not that tough. "As long as Sailors are up to par on what they're supposed to do, it's easy. You already have to get qualified for everything anyway. So as long as you're on the ball there's no problem," said Seaman John Gordon of Indianapolis.

And according to both the command career counselor and the XO, work productivity is up during regular working hours. "The first rule we put out was you cannot dog your duty sections," Blakey said. "They're here specifically for the fire party and standing watch. There's no down time for the duty section."

"Basic sweepers, cleanliness and housekeeping stuff is what's being left," Carlin added. "It's not 'go down and change out six pumps tonight because we didn't

have time to do them today.' We don't do that."

There is no hot work after regular working hours. The same goes for fuel pumping. That decreases the chance of a fire. "We just don't do dangerous things after hours," Carlin said.

Damage Control Central doesn't have to be manned constantly because firemain pressure and ship's alarms can be monitored from the quarterdeck. The messenger of the watch and roving patrol become a one-Sailor job after 4 p.m. And, according to Carlin, every change they've made complies strictly with existing fleet instructions. "We're very careful about that. We didn't want to break any rules," he said.

No waivers were requested, no rules bent or broken. The ship is just working a little harder at working a little smarter. And according to Seaman Apprentice Justin Huntington, from Garden City, Kan., every moment has been worth it. "It's everybody helping each other out and making this whole thing work. A little bit of effort from everybody has made it worthwhile for the whole crew." ‡

Mooney is a San Diego-based photojournalist for All Hands.



SN James W. MacMeekin (foreground) and EN3 German Ceda restow a hose after firefighting training on the flight deck. They are both in Duty Section 9 aboard USS *Anchorage*.

SAILORS WHO CARE DO THEIR FAIR SHARE

Story by Seaman Rhonda Feedback,
photos by PH2 Antonio Borges

Time was of the essence on the United Way's "National Day of Caring" for the 39 Seabees from Construction Battalion Unit (CBU) 420 who reported at 6 a.m., to begin construction on a three-bedroom home. With only a concrete slab that had been poured a few days earlier, the Seabees labored in an all-day rain to complete the project for Habitat for Humanity-Jacksonville, Fla. (HabiJax).

"We set a goal we were confident could be accomplished," said Chief Builder David Wall, "and we surpassed it." By the end of the day they achieved their goal of getting the structure up and the roof sheathed. The Seabees did not stop their giving there.

They also installed the doors and windows.

"They said they would have it up in one day, and they did," said HabiJax Volunteer Coordinator Andrea Robinson. "They worked straight through lunch with a piece of chicken in one hand and a hammer in the other."

The Sailors of CBU 420 were just a few of the more than 230 Sailors from Naval Station Mayport to show



the city of Jacksonville just how much they cared. The United Way's campaign focused attention on helping people in need and throughout the day, Sailors performed a variety of community service projects including painting, general maintenance and construction.‡

Feedback is assigned to the public affairs office, Naval Station Mayport, Fla. Borges is assigned to Fleet Imaging Center, Jacksonville, Fla.



- ▲ Members of CBU 420 of Mayport, Fla., install exterior siding and roof panels on the HabiJax house.
- CMC Larry Dean of Marino Valley, Calif., (left) and CWO3 Millard M. Stump of Albuquerque, N.M., install the windows.
- ◄ SWCN William R. Kleiman of Honeoic, N.Y., nails roofing on the house being built by members of CBU 420, during the annual United Way Day of Caring in Jacksonville, Fla.



Ship named for Fishers

Story and photo by Scott B. Vanier

Secretary of the Navy John Dalton was one of many dignitaries on hand at Naval Air Station Norfolk to celebrate the 85th birthday of Zachary Fisher, a renowned philanthropist whose humanitarian efforts have helped thousands of military personnel and their families over the years. Among his and his wife Elizabeth's most generous projects has been the endowment of houses near military hospitals – Fisher Houses – which enable families of critically ill children to live near the hospitals where their children receive treatment.

At the celebration, Dalton had the opportunity to reward the Fishers for their unselfish devotion to the armed forces. "One of the great privileges I have as Secretary of the Navy, is the authority to recognize those individuals who perform heroic deeds on behalf of the naval service," said Dalton to more than 400 guests.

"Those gathered here tonight know there are few people who have done more for our Sailors and Marines in times of great personal need than Zachary and Elizabeth Fisher," said Dalton. "ADM Mike Boorda joins me in announcing the next strategic sealift ship of the *Bob Hope*-class will be named United States Naval Ship *Fisher*."

The announcement came after the dedication of the 23rd Fisher House at Naval Medical Center Portsmouth.

Built on government land, these



USNS *Fisher*

homes offer a solution to the emotional and financial problems that visiting families struggle when they face an extended time away from home. Fisher Houses enable family members to remain close to in-patient loved ones and to find support from others in similar situations.

It is the Fishers' goal to have at least one Fisher House at every military hospital in the country.

The Fishers have supported military men and women and their families in other ways as well.

In 1983, the Fishers donated money and offered assistance to each of the families of the 230 victims of the bombing of the Marine barracks in Beirut; in 1989, to each of the families of the 47 Sailors lost in the gun turret explosion aboard the battleship *Iowa*; in 1995, to each of the families of the four Army Ranger trainees lost in a



Zachary and Elizabeth Fisher were delighted by the announcement that the next strategic sealift ship will be named USNS *Fisher*.

training accident in Florida; and most recently, to each of the families of Navy personnel lost in an aircraft crash in New Mexico.

"The U.S. Navy and Marine Corps could not find truer friends than the Fishers," said Dalton. "As a citizen of this great country, I am extremely thankful for the devoted efforts of these patriots." †

Vanier is a journalist with the Flagship, Norfolk.

Around The Fleet...

Computers/On Line...

USS *Inchon* (MCS 12) has combined computer training and their Learning Resource Center (LRC) into

a multi-purpose facility.

The center has 12 IBM compatible, 486-66 MHz computers with 12 CD-ROMs, two laser-jet printers as well as basic software.

The crew uses the facility

to write letters home, make greeting cards, learn foreign languages, study trigonometry or reference *Compton's Encyclopedia*.

Inchon's plans are to continue upgrading software, install an automatic virus scanner so crew members can bring in their disks and eventually expand the command's capability to INTERNET and other interactive systems. †



Photo by AN Neddy Torres

DPC Michael McNalley demonstrates *Inchon's* new Learning Resource Center to RADM John D. Pearson.

Awards ...

Camp Courtney, Okinawa, Japan. Fifty years after a wounded 18-year-old corpsman defended his injured patient against a Japanese

counterattack during the Battle of Okinawa, Medal of Honor recipient, Robert E. Bush and more than 100 guests attended a Rededication Ceremony at the U.S. Naval Hospital Bush Branch Clinic, Camp Courtney.

The clinic was originally dedicated July 14, 1988. It provides medical and dental care to 6,000

service members and their families.

"I'm humbled because what I did was only the same thing I had been doing the previous 31 days of the battle," said Bush during the ceremony.

Bush was on patrol with Rifle Company, 2nd Battalion, 5th Marine Regiment, 1st Marine Division, when he received serious grenade wounds to his back, stomach, arm and eye. Despite his injuries, Bush continued to provide medical aid to his Marines. When a Japanese assault on his position threatened the life of the Marine officer he was treating, Bush drew his pistol and later found a discarded carbine rifle to repel the attack. †

Medal of Honor recipient, Robert E. Bush listens as HM1 Ron Albaugh reads the inscription on a plaque presented to Bush from the U.S. Naval Hospital, Okinawa, corpsmen. During the Battle of Okinawa, the last major battle of World War II, more than 16,000 American servicemen and more than 250,000 Japanese servicemen and Okinawan civilians died in the 83-day-long battle.



Photo by Marine Corps Cpl. Jeff Hawks

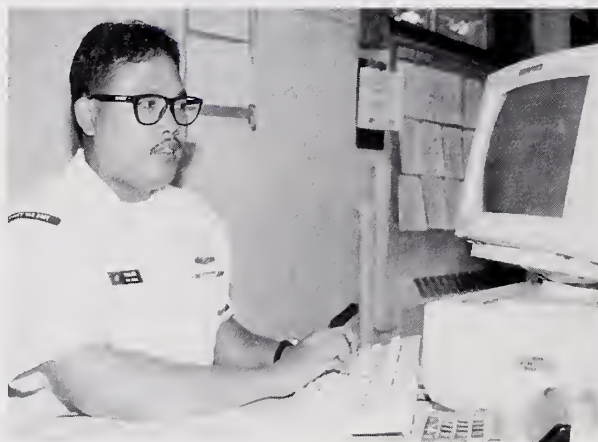
Around The Fleet...

Computers/On Line...

Naval Air Facility Atsugi, Japan, Disbursing Clerk 1st Class Marco A. Vallido, the military pay supervisor at Atsugi's customer service desk, received \$4,600 for creating an on-line LES data base program that keeps track of pay information on command personnel.

However, the On-line LES program can be used for more than printing pay statements. Its query function can pinpoint people in the command drawing special entitlements, allowances, reenlistment bonuses, etc.

What's most amazing is that before Vallido reported to Atsugi, the 29-year-old Manila, Republic of the Philippines, native had almost no automation



know-how. He learned through self-study and by taking two courses at Central Texas College. It only took him a week to write the software and customer service tested it for a year.

When On-line LES is fully implemented, more than 10,500 pay records will be on-line, saving the Navy more than \$291,000 yearly. On-line LES is being evaluated for possible Navywide use.‡

Defense Language Institute Foreign Language Center at the Presidio of Monterey, Calif., has placed their sponsorship program and Welcome Aboard packages on the INTERNET's World Wide Web.

Transferring personnel can fill out the Navy's first INTERNET version of the Navy form Sailors use to request a sponsor. The Naval Security Group Detachment (NSGD) at the Presidio will respond within 24 hours by return E-mail or fax with a sponsor assignment.

The Welcome Aboard package option includes information about the command and the

Monterey area. Plans are to provide color photographs of barracks, individual rooms and typical language classrooms. The text automatically references the nearby Naval Postgraduate School that provides family services.

INTERNET access to the NSGD Monterey Welcome Aboard package is: <http://vislab-www.nps.navy.mil/~lott/nsgdhome.html>. Commands wanting information on how to prepare a similar program should contact CDR Gus Lott at DSN 878-5213, (408) 242-5213, fax: 242-5417, E-Mail: lott@nps.navy.mil.‡



Naval Computer and Telecommunications Station, San Diego, Sailors were recognized for their work on Message Text Format (MTF) Editor 4.0 at ObjectWorld '95. NAVCOMTELSTA was selected for the "best reuse of old programs and parts" when creating new applications. An awards ceremony was held during the exposition.

The award, open to government and commercial organizations, recognizes reduction of software development costs through reuse and the application of software engineering principles.‡

Awards ...

Training Command U.S. Atlantic Fleet, Hampton, Va.. Machinist's Mate First Class James B. Boehnke received the 1995 NonCommissioned Officers Association (NCOA) Military Vanguard Award.

The Vanguard Award is presented each year to a military member from each branch of service for acts of heroism.

MM1 Boehnke, of Moline, Ill., received the award for rescuing a 90-year-old neighbor from a burning house. When Boehnke entered the burning house he found two disoriented rescuers looking for the victim. After Boehnke led them to the semi-conscious victim, the three formed a human chain and dragged the victim through the smoke and flames to safety. Had it not been for Boehnke's quick thinking, his neighbor – and perhaps the rescuers – would have perished in the fire.

The NCOA is a non-profit, fraternal organization founded in 1960 to promote and protect the rights and benefits of enlisted personnel in all five branches of the U.S. Armed Forces. †



MM1 James Boehnke (second from left) received the NCOA's Military Vanguard Award from NCOA President Charles R. Jackson (left). Boehnke's wife and Master Chief Petty Officer of the Navy ETCM(SW) John Hagan are to the right.

Recycling...

Naval Base Pearl Harbor donated more than \$1,000 in proceeds from the Navy/DOD Recycling Center to the Navy-Marine Corps Relief Society (NMCRS).

In less than three months the recycling center, which averages a 72 percent profit on all recycled materials, set up bins to accept aluminum cans, newspaper, cardboard and glass bottles from nonappropriated sources, resulting in the savings.

"The timing of the check was especially exciting, because it arrived during our annual fund drive," said Dawn Josiah, head book-



Photo by JOC Darrell E. Crandall

Recycling center worker loads aluminum cans into the magnetic separator prior to baling the cans for sale to vendors.

keeper for the Hawaiian NMCRS auxiliary. "[This] will all come back to Hawaii's Sailors and Marines." †

New ideas...

USS *Beaufort* (ATS 2) filled all watch positions with enlisted personnel while returning from a salvage exercise at Chinhae, South Korea, and a *Harpoon* missile shoot at Okinawa.

From the Officer of the Deck (underway) and Engineering Officer of the Watch in the main propulsion space to the most junior watch station, *Beaufort's* enlisted Sailors ran the show with the full confidence and trust of their Commanding Officer, LCDR A.L. Langston.

Every watch stander must qualify by investing many hours studying theories, concepts of ship handling and engineering



casualty procedures and then pass a grueling two- to four-hour oral board.

"In achieving EOOW, I exerted lots of effort to attain my highest goal," said Hull Maintenance Technician 2nd Class (SW/DV) Gary Cote. "Without the encouragement of my superiors, I would not have done it." †



Photo by PH2 Ephraim Rodriguez

Smart ideas Start in Washington, D.C.

Story by JO3 Jeremy Allen

As the Sailor steps off the bus, the weight of his seabag crushes the ribbon pins in his once-crisp uniform and the pain of exhaustion sweeps through his body. Not knowing what's ahead, he gathers up his bags and stumbles into his new personnel support detachment (PSD).

Nothing is familiar. Thoughts of new chiefs, new petty officers and new working hours race through his mind. As he wonders how he

got here, the disbursing clerk interrupts his thoughts by asking for his receipts. What receipts? One more thing to learn, he thinks.

To help this Sailor start on the right track, his new chief takes him to Smart Start. Created in 1990 by the Relocation Assistance Program and the Navy Family Service Center for the service members and their families in the Washington, D.C., area, Smart Start is a week-long information forum that provides hands-on training about



Photo by PH3 John Hudak

◀ Bill Schwab talks about personal financing and the cost of living in the Washington area to a group of Smart Start students at Naval Station Anacostia, Washington, D.C.

check-in procedures.

The Smart Start program is staffed by seven enlisted personnel ranging from E-1 to E-9. "It was created to help newly arriving military members understand the area as they check into their new commands," said Yeoman Seaman Gary E. Guisinger, a Smart Start staff member.

"Smart Start can also provide Sailors a smooth transition from their last command to the new one. It's a great opportunity to learn useful information," Guisinger said.

The program involves four days of classroom time and one day of local sightseeing. Representatives from various offices send personnel to answer any questions a Sailor may have. Representatives come from housing; transportation and household goods; Navy Campus; PSD; and medical and dental. A financial representative also gives advice on coping with the high cost of living. Smart Start concludes with a USO-guided tour of Washington, D.C., including a visit to the Navy Museum at the Washington Navy Yard.

YNCM(SW/AW) Kenneth G. Mutzabaugh, also a Smart Start staff member said, "The Smart Start program is simply an



Photo by Don S. Montgomery

◀◀ AK3 Dean C. Plankey, a Smart Start tour guide, describes the many sites in Washington, D.C., while standing in front of the Lone Sailor at the Navy Memorial.

◀ A tour of Washington's most popular monuments takes Smart Start classes near the Capitol.

abbreviated one-week course which allows new military members and their families to check into the command and area, sort of like 'check-in' on a ship."

The Smart Start staff also provides hospitality kits for Sailors who don't have the basic necessities for their homes. This kit includes everything from futons to forks. "If anyone needs something that Smart Start doesn't have, we will try our best to find it," said Gas Turbine System Technician (Electric) 1st Class (SW) Tim W. Sexton, a Smart Start staff member.

Personnelman Seaman Recruit Alan J. Watson, a Smart Start student said he "learned a lot after only two days of class." He recom-

mended the program to everyone. According to Sexton, Smart Start is a very valuable program. "It can help anybody and everybody with something." ‡

Allen is a staff writer for All Hands. Hudak, Dallal and Montgomery are assigned to Naval Media Center, Washington, D.C.

More information on this program is available by writing to the Navy Family Service Center, 2701 S. Capitol St., S.W., Naval Station Anacostia, Washington, D.C. 20374 or by calling DSN 288-6057/9416 or (202) 433-6057/9416.

Navy tests first fiberglass ship

Story by JO1(SW) Jim Conner

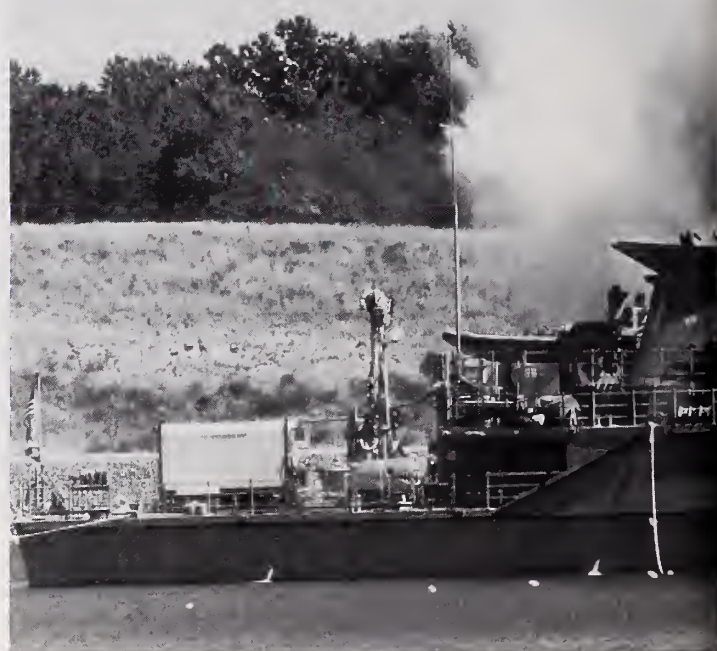
The ship sat motionless on the glass-like water that mirrored the crisp, white clouds in the blue sky above. A dreadful calm enveloped the crew, some of whom sat perfectly still and silent, staring at instrument panels as tiny beads of sweat raced down their faces. They were waiting for the inevitable.

Suddenly an underwater explosion sent a shock wave slamming into the ship's hull, tossing it around like a toy in a bathtub. General quarters was sounded as all hands rushed to their battle stations.

This scene was recently played out numerous times on a man-made pond at Aberdeen Proving Ground Test Center in Aberdeen, Md., as the Navy shock-tested the lead ship of a new class of coastal minehunters — USS *Osprey* (MHC 51). A series of high explosives was detonated at various depths to test the ship's survivability.

According to CDR Philip N. Johnson, resident supervisor of construction in Savannah, Ga., the ship is made entirely of fiberglass, and was the first one of its kind to undergo this type of testing. The \$3 million testing pond was originally built to test parts of *Seawolf* (SSN 21), the Navy's newest attack submarine.

"We used this pond for two reasons," said



Johnson, also a native of Savannah. "First, we get a more precise test and second, it's environmentally safe. No sea life is harmed."

LCDR Joel T. Griner Jr., *Osprey*'s commanding officer, explained what the tests proved. "We were able to prove the ship can withstand a certain amount of battle damage and shock and the crew was able to put all their training into practical application. So we proved out the ship and the crew in one trial," said the native of Perry, Fla.

"I'm very proud of this crew," said Griner.



U.S. Navy photo

USS Osprey (MHC 51)
goes through shock
testing.

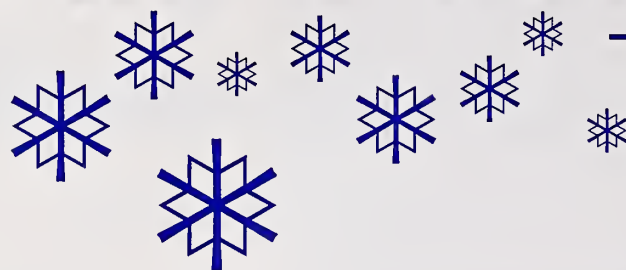
"They are a very aggressive group of Sailors, most of whom volunteered to be stationed on this ship."

Operations Specialist 2nd Class Christopher Galley from Clearwater, Fla., is one of the volunteers among the crew. "Our crew is a lot tighter than most because we have to work together and cross train on different jobs," he said. "One of the reasons I volunteered was because I knew this ship would be different in that I would have a lot more responsibilities."

Commissioned in 1992, *Osprey* has a unique glass reinforced plastic (GRP) hull, with advanced acoustic, shock and magnetic silencing and high-tech electronic systems to achieve a major advance in minehunting capabilities. Homeported in Charleston, S.C., the ship has a crew of five officers and 46 enlisted. *Osprey* is scheduled to change its home port to Ingleside, Texas, in early 1996. †

Conner is a staff writer assigned to All Hands.

Winter Driving



Story compiled by JO2(AW) Alida Toler

“It doesn’t matter, I’ve got four-wheel-drive” is what you might be tempted to say as you maneuver your way along an icy or wet thoroughfare. Unfortunately, four-wheel drive isn’t the cure-all for handling snow, ice or dangerous road conditions.

Granted, four-wheel drive vehicles distribute 60 percent of wheel maneuverability to the rear wheels and 40 percent to the front wheels. This helps with forward traction and lessens the engine’s strain, but a four-wheel drive vehicle is not invincible. The friction between the tires and the road, along with the driver’s knowledge, skill and common sense are what keep the vehicle on the road. The following rules should be followed during winter driving to help reduce the risk of an accident:

* Keep a winter survival kit in your car. Useful items include an installed CB or portable CB to radio for help; a blanket, towel and extra clothes (don’t forget warm socks); traction mats and an abrasive such as cat litter or sand; snow brush; ice scraper; lock antifreeze; flashlight; flares or triangles and booster cables. You might also want to store some high-energy food in your glove compartment. Foods that keep well are granola bars, peanuts and beef jerky.

* Drive slowly enough for conditions.

* Anticipate turns, stops and lane changes so you can make them gradually to avoid skidding.

* Ice is most slippery when it is beginning to melt, so take extra care when the temperature is just above freezing. Bridges and low-lying areas freeze first and thaw last, so slow down before you get to them.

* Skidding is caused by quick movements, sudden braking or excessive speed on wet or icy roads. If you do go into a skid, don’t panic. If the road is flat, ease up on the accelerator (don’t use the brake) and steer in the direction of the skid until you get traction.

Preseason check list

Brakes

Battery, water or antifreeze levels

Belts

Tires, “all weather” or snow tires

Wipers

Antifreeze level in radiator

Windshield washer fluid has antifreeze

Emergency kit in the trunk contains the following:

Flares or a portable emergency flash

Blanket

*White cloth (for tying onto antenna,
signaling need for assistance)*

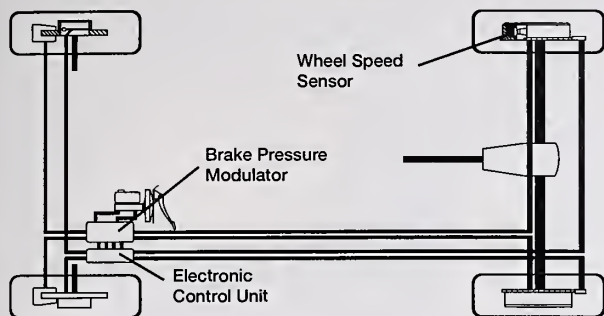
Tire chains

Jumper cables

*Salt, sand or kitty litter, traction mats
or old carpet squares (to help with
traction problems)*

Shovel

Window scraper



An overhead view of an ABS system.

* To avoid downhill skids, slow at the crest of the hill and go down the hill using the brakes as little as possible. If you do skid, ease up on the accelerator and steer in the direction you want the car to go. As soon as you start to straighten out, turn the wheels gently in the opposite direction (counter-steering) to avoid over-steering.

* If you begin skidding while going uphill, turn your wheels in the desired direction. Don't use the brakes until you are back in your lane. On front-wheel drive cars, correct the skid with gentle acceleration. Rear-wheel drive makes correction a little more difficult.

There are two kinds of brake systems; standard and anti-lock. Use a pumping technique when driving a car with standard brakes. Standard brakes should be "pumped" while braking and turning into the direction of the skid. Motorists also are accustomed to pumping their brakes to prevent wheel lockup.

Anti-lock brakes (ABS) do not prevent the vehicle from losing control. ABS brakes prevent the wheel from locking up during a panic stop and in a shorter distance, particularly on wet or slippery road surfaces. Press firmly on the brake pedal if the vehicle has ABS.

When the pedal is pushed on a car equipped with anti-lock brakes, some motorists notice a pulsing sensation. The anti-lock brakes are doing their own "pumping." Do not pump the pedal. If you do, you will defeat the purpose of the ABS or reduce the effectiveness of the brakes.

Experience will help you know which is better for you and your vehicle. Practice by going to an abandoned parking lot and purposely "lose" control. This will help you know how you and your vehicle will perform during hazardous road conditions. †
 Toler is a staff writer assigned to All Hands. Information courtesy of the National Highway Traffic Safety Administration.



Anti-lock Braking systems, Traffic Safety Tips

What is ABS?

An anti-lock braking system (ABS) automatically controls braking pressure to prevent the wheels from locking during braking.

Why are anti-lock braking systems beneficial?

Motorists, confronted with emergency situations, often press too hard on the brake pedal, causing the vehicle's wheels to lock, which causes skidding and loss of control. ABS prevents wheel lock-up, and allows drivers to maintain control of their vehicles even in panic stop situations. Most anti-lock systems also enable the vehicle to stop in a shorter distance, particularly on wet or slippery road surfaces.

How do they work?

Wheel speed sensors detect wheel lock and send signals to cause brake pressure. The ABS then reapplies braking pressure to maintain maximum braking. ABS, in effect, pumps the brakes like a driver would, only much faster. During ABS operation, drivers should expect to feel the brake pedal pulsating, and should continue applying pedal pressure as required.

Current anti-lock systems can release and reapply the brakes as many as 15 times per second. By allowing the wheels to continue rolling, the driver is always able to maintain control and stop the vehicle on slippery surfaces in a shorter distance than would be possible otherwise.

What are the major components of ABS?

The typical anti-lock system includes the following major components:

- Wheel speed sensors measure wheel speed, and then transmit this information to an electronic control unit.

- The electronic control unit receives information from the sensors, determines when a wheel is about to lock up, activates the brake pressure modulator and detects any malfunction of the ABS.

- The brake pressure modulator reduces, holds and restores pressure to one or more brakes, independent of the driver's brake pedal effort.

Some anti-lock systems control only the two rear wheels and others control all four wheels of the vehicle. In general, the four-wheel systems provide better stability and control during braking, but are more expensive.

In the event of a malfunction in the anti-lock system, a warning lamp on the instrument panel alerts the driver that the ABS is in need of repair. But the vehicle's normal brakes will still function.

Deadly combination:

Child safety seats and air bags don't mix

The National Highway Traffic Safety Administration (NHTSA) warns that using front- or rear-facing child safety seats in the front seats of cars and trucks with air bags can be a deadly combination.

NHTSA tests showed front- or rear-facing child seats protrude too close to the dashboard in the front seat of a vehicle with dual air bags. When an air bag suddenly inflates, it "punches" the child's seat and can cause serious, even deadly injuries.

The solution is to put the infant's seat in the back seat of the vehicle where children of all ages are always safer, according to NHTSA.

For vehicles without a back seat, such as trucks and sports cars, the NHTSA has added an amendment to the Federal Motor Vehicle Safety Standard. The amendment permits manufacturers to install a manual cut-off switch for the passenger side air bag in cars manufactured before Sept. 1, 1997, and light trucks manufactured before Sept. 1, 1998. NHTSA also requires manufacturers to place warning notices on sun visors alerting parents of the potential dangers of child safety seats in front passenger seats of air bag-equipped vehicles.

The 1996 Ford Ranger will offer the first air bag cutoff switch. The switch on the instrument panel can be turned to "off" by using the ignition key. ‡

****Injuries Prevented and Lives Saved**

- In 1994, it is estimated that 308 children under age five were saved because they were seated in car seats during a motor vehicle accident.
- In 1994, 100 percent use of child safety seats could have prevented approximately 532 deaths and about 57,000 serious injuries to children under age five.
- From 1982 through 1994, 2,655 children, age four and under, were saved as a result of safety seat use.

****Child Safety Seat Laws**

- All 50 states plus the District of Columbia, Puerto Rico and the U.S. territories have child passenger safety laws.

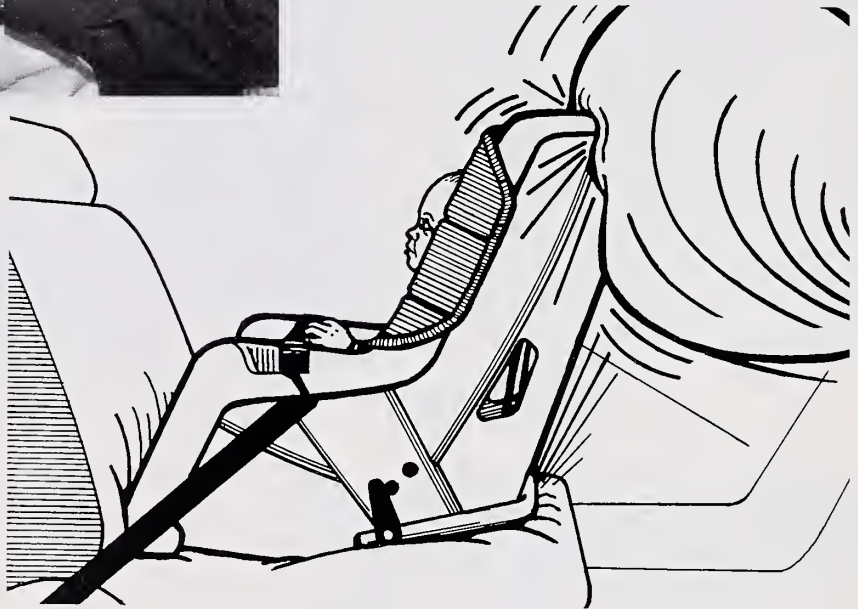
****Child Safety Seats are:**

- 71 percent more effective in reducing fatalities.
- 67 percent more effective in reducing the need for hospitalization.
- 50 percent more effective in preventing minor injuries.



Photo by Pfc Sam Dalia

Parents should always correctly strap their children into car seats before driving them anywhere.



— **DO** use a safety seat correctly.

— **DO** read and follow the instructions that come with the safety seat, and the vehicle's owner's manual.

— **DO** try the safety seat in the vehicle to check for a snug fit.

— **DO NOT** position an infant safety seat so it faces forward. Infant seats are designed to face the REAR of the vehicle.

— **DO NOT** secure a child safety seat with automatic safety belt system without first reviewing the instructions given in the vehicle's owner's manual. It may be necessary to use a special locking clip or

install a manual lap belt to secure the child safety seat correctly

— **DO NOT** place a child safety seat in the front seat of a vehicle with a passenger-side air bag unless the air bag has been deactivated. Activate the air bag only after removing the child.

— Many current combination lap/shoulder belts require the use of a regular locking clip (which comes with a child safety seat) to secure a child seat correctly.

— Parents or others with questions about the cutoff switch or child passenger safety are encouraged to call NHTSA's toll-free auto safety hotline at:



1- (800) 424-9393.

***Statistics provided courtesy of National Highway Traffic Safety Administration.*

Bearings

Carl Vinson Sailors build relationship with youth

Gallons of water showered down on swimmers and sunbathers as the young man leaped off the diving board. He wrapped his arms tightly around his legs and, like a rock, smacked the water with a hard, loud splash!

That was just the beginning of a day filled with barbecuing, baseball and bonding between USS *Carl Vinson* (CVN 70) Sailors and young boys from the Hanna Boys Home in Sonoma, Calif.

"It's important for Navy personnel to be involved with their community," said *Carl Vinson's* Commanding Officer CAPT Larry Baucom. "Making a difference in someone's life is what community involvement is all about — and I'm proud of our Sailors for their involvement."

Founded by the late Monsignor William J. Flanagan more than 60 years ago, Hanna Boys Home was established to give troubled young boys a second chance at life through an educational and spiritual curriculum.

"I wanted to spend time with the boys while doing something good for the community," said Hull Technician 1st Class Ken Andress. "Just being here for them is the best way to show you care."

"Watching their faces light up as we arrived was like seeing an excited toddler on Christmas morning!" said one Sailor as he left the gym with two of his students.

"You are the greatest!" Data Systems 2nd Class Bob Erhardt told student Blake Tompkins as they traded childhood stories. "I enjoy this type of volunteer work and jump at the chance to help out whenever I can," said Aviation Boatswain's Mate (Aircraft Han-



dling) 2nd Class Wade Eppler.

"I love kids and wanted to help out," said Dental Technician 2nd Class Mike Pearson, as he and a small group of boys strolled up to the barbecue grill.

Nick Kimber, a student at the home for nine months, said it's the concerned teachers and Sailors who have helped him develop a positive attitude toward his schoolwork and his life.

"I like my teachers because they encourage me to live up to my potential," Kimber said. "They treat me like an adult and give me every chance to put 100 percent into everything I do."

Following the barbecue, Sailors, students and faculty piled into the gymnasium where Baucom praised the students for their scholastic and personal achievements.

"I congratulate each of you for what you've accomplished, and

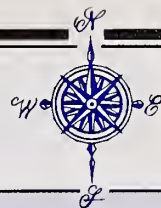
ABH2 Wade Eppler instructs Blake Tompkins, a student at the Hanna Boys Home, how to hold a pool cue.

thank you for giving us the opportunity to visit you and your fine facility," Baucom told the students. "You have every right to feel proud of yourselves."

Following the CO's remarks, Sailors and boys continued playing until late in the afternoon. As they boarded the bus to go back to the ship, Sailors collected hugs and handshakes from their young hosts.

"I love you guys and look forward to your next visit," one teary eyed boy exclaimed while hugging a crew member as he boarded the bus. "You're the best — I'll always remember you!" ‡

Story by JO1(AW) Bill Dagendish, photo by PH2 Mike Saunders, both assigned to USS *Carl Vinson* (CVN 70).



Nassau Sailor patents football game

AUSS *Nassau* (LHA 4) Sailor received a U.S. patent for a football board game he invented.

Ship's Storekeeper 2nd Class Michael Wray has been developing his game, called "You're the Coach," since 1983, as an eighth



grader in Bedford, Va.

While rolling a set of dice, "I started thinking about the number combinations that were coming up," he said. "Since then I've worked on the game on and off over the years."

Wray's football game includes some of the same variables as live football: weather, player experience, injuries and even fatigue. "It's pretty realistic," he said.

As the "coach," the players of Wray's game choose from different offensive and defensive plays to defeat their opponent. "It's really simple to understand," said Wray. "You learn it in about five minutes."

After joining the Navy, Wray continued to develop and play his

football game. He got the idea for patenting his game from his father while home on leave. "He was watching (television) when an advertisement with a 1-800 number for inventions came on," Wray said. After calling the number for inventors, Wray took his game to the company's office in North Carolina. "He liked it and we started the paperwork. That's when I started the process of getting a patent."

Developing a game or any new invention is not cheap. The money Wray has invested in the game measures in the thousands of dollars. However, the payoff could be great if the game is developed and sold by a manufacturer. Wray will receive a percentage of the profits in royalties. ‡

Story and photo by JO1 Brian Roscoe, assigned to the public affairs office, USS Nassau (LHA 4).

TV star visits carrier USS *Theodore Roosevelt*

Hundreds of visitors made their way out to the Norfolk-based aircraft carrier USS *Theodore Roosevelt* (CVN 71) during the ship's visit to the Greek island of Rhodes. Taking a break during their recent six-month deployment, the crew showed off the ship to their guests, especially a party of eight that included talk show host Oprah Winfrey.

Winfrey was on a month-long cruise through the Mediterranean on her 195-foot yacht, *The Other Woman*.

"We saw the ship as we pulled into port this morning," Winfrey said. "We had no idea we'd end up aboard the ship."

Word of Oprah's visit quickly spread throughout *TR*. As she and her guests toured the ship, hundreds of fans gathered for

autographs and photos — and Oprah was happy to oblige.

"She was very gracious, very polite and willing to stop for autographs and photos," said the carrier's Executive Officer, CAPT Steven F. Firks, who gave Winfrey a tour of the ship. "I'd say she probably stopped eight to 10 times and took 30 to 40 photos each stop."

Before leaving the ship, Oprah stopped by the ship's television studio, TR-TV, to record a heartfelt message to the crew. "This has been not only one of the highlights of this trip, but of our lives," she said. "I always did have great respect for those of you in the service, but I have an even deeper



USS *Theodore Roosevelt*'s Executive Officer CAPT. Steven F. Firks (second from right) escorts Oprah Winfrey (center) and her guests through the ship's gigantic hangar bays.

and more profound respect for what you do and how you live." ‡

Story by JO3 M. Taylor Clark, photo by PHAA Todd A. Linard. Both are assigned to USS Theodore Roosevelt (CVN 71).

Bearings

The Navy's saltiest "Top Dog"

Ask any fleet Sailor if he or she is a real "salty dog," and most will answer, "The saltiest." But there's one salty dog in the Navy's 2nd Fleet who would tell you, if she could, that she's the saltiest dog of them all.

Miss Liberty, the four-legged canine mascot of USS *Samuel Eliot Morison* (FFG 13), recently became an official, card-carrying Sailor, after receiving an active-duty I.D. card from the Personnel Support Activity at Recruit Training Center, Great Lakes, Ill.

When USS *Samuel Eliot Morison* deployed on the 1995 Great Lakes Cruise, the ship's command master chief, Master Chief Boatswain's Mate (SW) Michael T. Reilly, wanted to bring Miss Liberty aboard officially while in port in Chicago. He and Chief Machinist's Mate (DV/EOD) Elliot Adler took Miss Liberty to Great Lakes and into the Navy's history books.

Although there have been other mascots aboard Navy ships, this is the first time a mascot has been issued an active-duty I.D. card. She even signed it, her paw print covering about a third of the card. "Miss Liberty has always been a member of this crew," said Reilly. "It just seemed right to make it official."

Found in a Charleston, S.C., animal shelter, Miss Liberty came aboard *Samuel Eliot Morison* in October 1993 as a four-week-old seaman recruit puppy. "We immediately opened a service record on her and issued her dog tags," said Reilly. "It was the least we could do, considering she only works for food and a deck over her head."

Even with no knowledge of ships and the sea, Miss Liberty quickly

developed her sea legs and now negotiates every ladder aboard ship. She has difficulty opening and closing hatches and doors, but in the Navy's spirit of teamwork, her shipmates never hesitate to give her a hand. "Sometimes the crew is too good to her," said Reilly. "She's spoiled rotten and we're considering putting her on remedial P.T. to get her back into shape," he joked.

Miss Liberty's military bearing has impressed the ship's visitors throughout the cruise. She comes to attention (sits), offers a hand salute (shakes) and rests at ease (lies down). "She stands watch too," said Reilly as he explained how Miss Liberty occasionally challenges people coming up the ship's brow. "She'll bark, show some teeth, but she won't bite. She's a good watch dog," he said. Miss Liberty's last two enlisted performance records show she is A-J squared away. "Four-0 across the board," said Reilly, a 19-year Navy veteran.

Despite her new status, life hasn't changed much for Miss Liberty. She still roams the decks several times a day, naps often, gets three square meals a day and a walk just before dusk. And her I.D. card? Her escort carries that.

You might say it's still a dog's life. But for the Navy's saltiest Top Dog, one would expect that. †

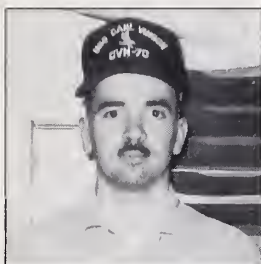
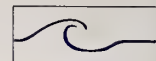
Story and photos by JOC Darrell Crandall, assigned to USS *Samuel Eliot Morison* (FFG 13).



▲▲ For Miss Liberty, the mascot of USS *Samuel Eliot Morison* (FFG 13), some days aboard ship are dog days. During the 1995 Great Lakes Cruise, mooring lines became one of "Lib's" favorite resting spots.

▲ USS *Samuel Eliot Morison's* (FFG 13) Command Master Chief BMCM(SW) Michael T. Reilly escorts Miss Liberty, the ship's mascot, aboard the ship during a recent port visit as part of the 1995 Great Lake Cruise. The frigate from Mayport, Fla., visited more than 12 Great Lakes ports this summer in support of Navy recruiting efforts in the Midwest.

Shipmates



Personnelman 3rd Class Richard Cook received the Navy Achievement Medal for processing 500 special temporary lodging allowances in the wake of Typhoon Omar while stationed at the Personnel Support Detachment, Guam. Cook, from Beaumont, Texas, is now serving on board *USS Carl Vinson* (CVN 70).



Ship's Serviceman 2nd Class (AW) Alfred Jackson Jr., received a commanding officer's letter of commendation for sustained superior performance as retail sales records keeper aboard *USS Bainbridge* (CGN 25). Jackson, from Youngstown, Ohio, hopes to pursue his goal of earning a bachelor of science degree in business administration.



Aviation Anti-Submarine Warfare Operator 2nd Class Jeremy P. Henson was named Naval Air Reserve San Diego, active-duty Sailor of the Quarter. Henson, a native of Grants Pass, Ore., also served as an aircrewman and as the President of the Junior Enlisted Association.



Storekeeper 3rd Class Tommy Kruska, completed 15 credit hours toward an advanced degree in computer sciences with a 3.7 average. He is a member of the Auxiliary Security Force and has qualified as a Central Tool Room operator, an OPTAR Storekeeper and a Purchase Agreement Administrator with the Trident Refit Facility Bangor, Wash. Kruska is from Hempstead, N.Y.



Your shipmate's face could be here! Does your command have a Sailor, civilian employee or family member whose accomplishments deserve recognition? Send a short write-up and full-face B&W, color print, slide or Polaroid photo to: *All Hands* magazine, Naval Media Center, Publishing Division, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St. S.W., Washington, D.C. 20374-5080.

All Hands Contributors

JO3 Jeremy Allen
William E. Beamon
Nancy Bolle
PH2 Antonio Borges
JO1(AW) Laurie Butler
JO3 M. Taylor Clark
JO1(SW) Jim Conner
JOC Darrell Crandell
JO2 Scott Curtis
JO1 Bill Dagendish
PH3 Sammy Dallal

JO2 John-Henry Doucette
PH3 Darren R. Downing
SN Rhonda Feeback
JO2(AW) Michael R. Hart
DM3 Brian Hickerson
PH3 John Hudak
PH3 Timothy Lago
PH3 John Lemire
PHAA Todd Linard
SR Bethany Monk
Don S. Montgomery

JO1 Ray Mooney
Patricia Oladeinde
LT Dave Platte
JO1 Brian Roscoe
PH2 Dewitt Roseborough
PH2 Mike Saunders
JO1 Ron Schafer
JO2(AW) Alida Toler
Scott Vanier



Secretary of the Navy
John H. Dalton
Chief of Naval Operations
ADM Mike Boorda
All Hands Editor
Marie G. Johnston
All Hands Assistant Editor
JOC David M. Butts
Photo Editor
PH1 Dolores L. Anglin
Production
Leroy E. Jewell
Distribution
Garland Powell

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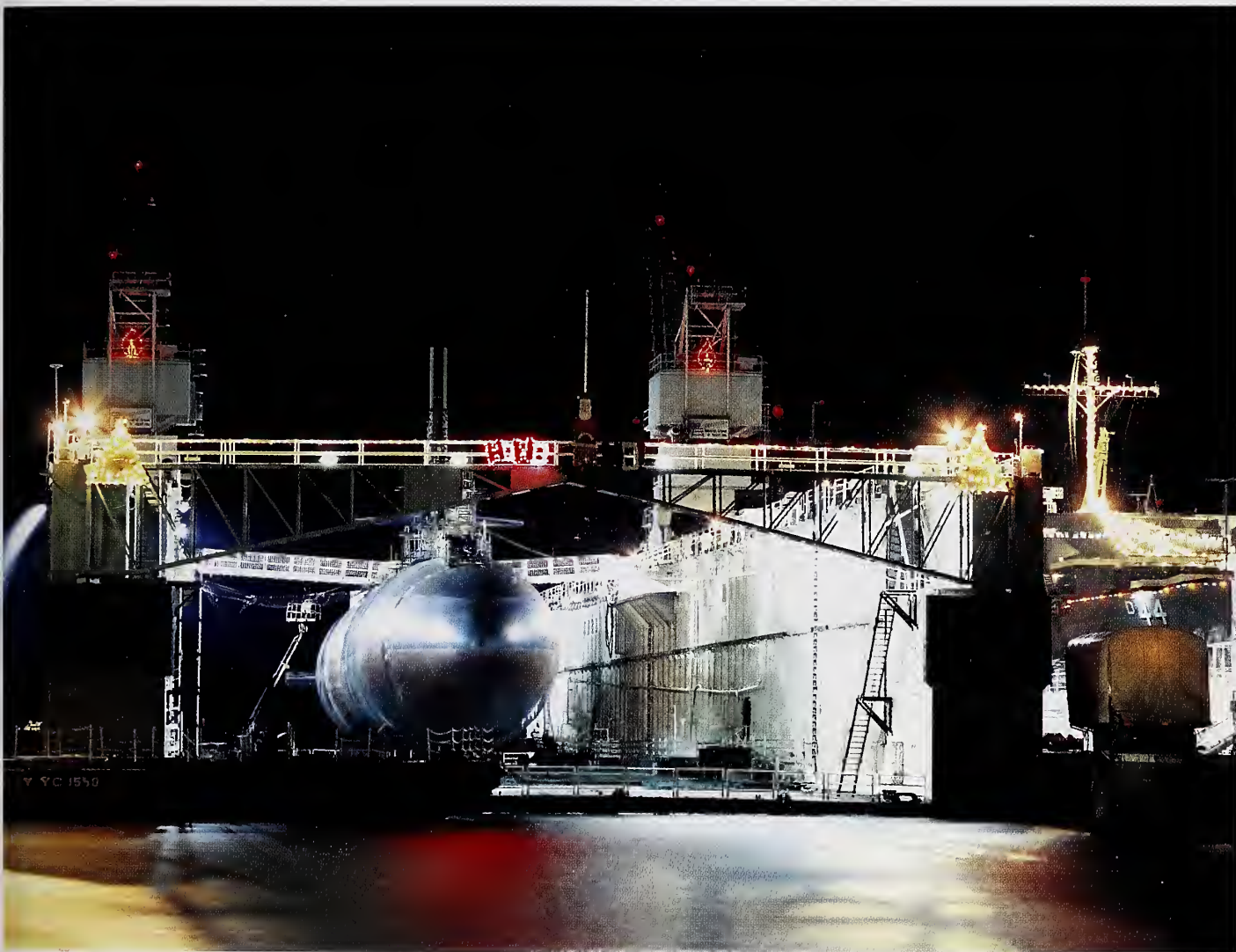
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E-mail: pubs@media.mediacen.navy.mil

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The nuclear-powered, attack submarine USS *Hyman G. Rickover* (SSN 709) and the medium auxiliary floating dry dock *Resolute* (AFDM 10) decked out for the holidays in years past.



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